Administration Report
on the
Railways in India
for
1895-96
(Parts I & II)

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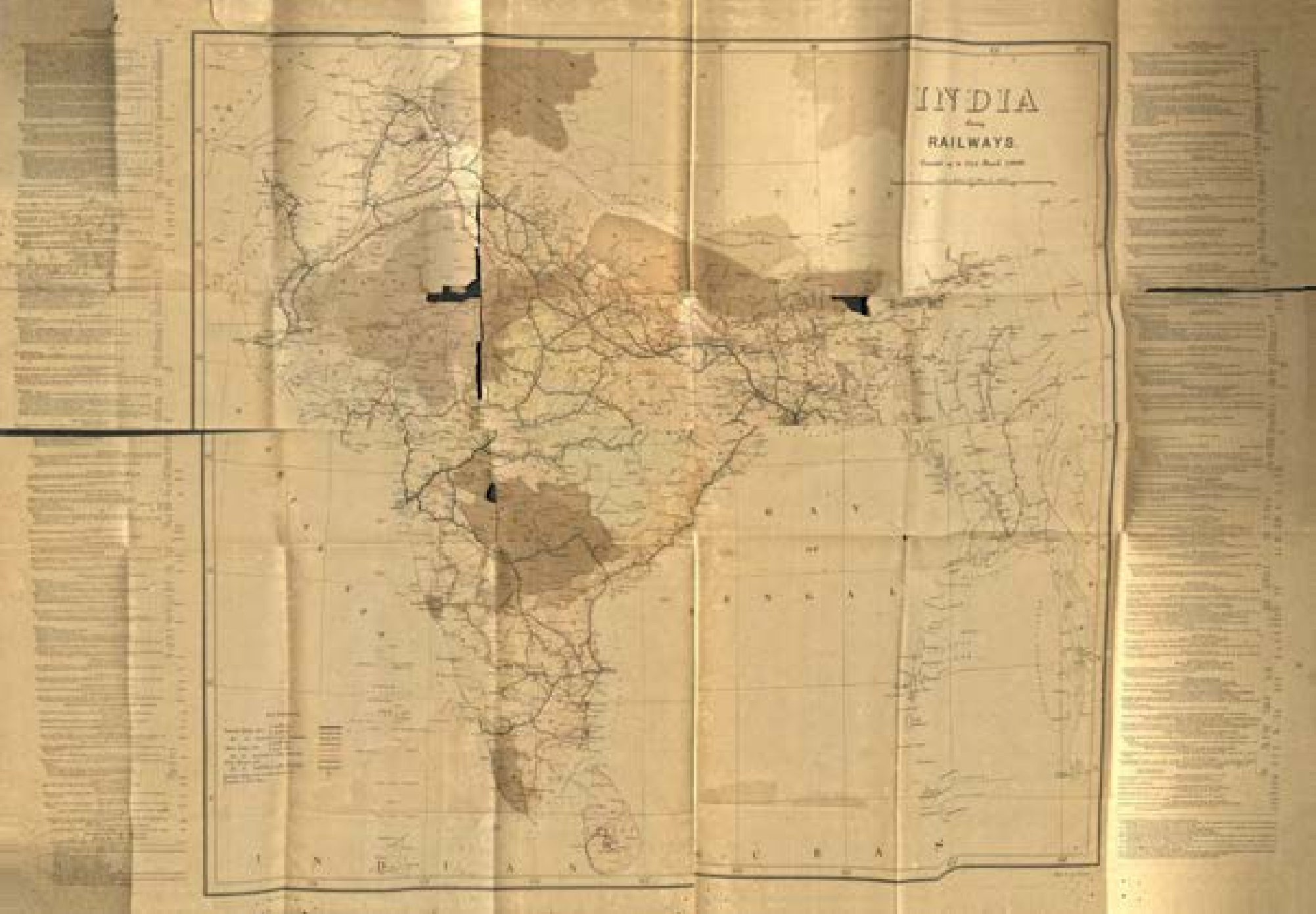
INDIAN RAILWAYS


INDIA
RAILWAYS

ADMINISTRATION REPORT

ON

THE RAILWAYS ININDIA

FOR

1895-96.

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BY 134493

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DIRECTOR GENERAL OF RAILWAYS.

PART I.

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CORRIGENDUM.

Chapter VIII, page 114, Statement No. 28.—In the column "LII.—Assam-Bengal" against item 36.—Average cost of hauling for one mile—One passenger unit: *for* "pies 1·16" *read* pies 1·78.

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ADMINISTRATION REPORT

ON

THE RAILWAYS IN INDIA

FOR

1895-96.

PART I.

CHAPTER I.

General.

General summary of results during the year.

The total length of railways open and sanctioned on the 31st March 1896, after allowing for minor corrections of mileage, was 23,466⅝ miles, being a net increase of 2,394 miles during the year. The total length of railways open for traffic on the same date was 19,677½ miles, being a net increase of 822½ miles, leaving 3,789 miles still under construction or sanctioned.

The mean mileage worked during the calendar year was 19,160 miles, being an increase of 466 miles over the figures of the previous year.

The total capital outlay on railways open to traffic amounted on the 31st December 1895 to Rs. 244·38 crores, being an increase of Rs. 6·59 crores as compared with the expenditure incurred to the end of the previous year.

The gross earnings in 1895 amounted to Rs. 26,23,69,060, being an increase of Rs. 72,80,496 over the results of the previous year; the working expenses amounted to Rs. 12,11,98,860, and absorbed 46·19 per cent. of the gross earnings against 46·98 per cent. in 1894. The net earnings amounted to Rs. 14,11,70,200, being an increase of Rs. 59,20,836.

The statistical return on the capital expenditure, as entered in rupees in the books in India, was 5·78 per cent. against 5·69 per cent. in the previous year.

Classification.

2. There has been no alteration in the classification of railways during the past year, and the procedure followed in regard to lines classed under special gauges is the same as that adopted in the previous report. A complete list of the lines with particulars of gauge and classification, etc., will be found in Appendix C, pages vi to xiv.

Open mileage.

3. The lengths of line, excluding minor corrections, opened for public traffic between the 1st April 1895 and the 31st March 1896, compare as follows with the figures in the period from the 1st April 1894 to the 31st March 1895:

		Standard gauge.	Metre gauge.	Special gauges.	TOTAL.
1895-96	Miles.	461	360½	...	821½
1894-95	„	284½	75½	½	360½

Details of the additions made to the open mileage during 1895-96 will be found in the table given in Appendix A, pages ii and iii.

The total length of railways open for traffic, after minor corrections, was on the 31st March 1896 as follows:

		Standard gauge.	Metre gauge.	Special gauges.	Total.
State lines worked by companies	Miles	3,588½	5,390¾	...	8,979¼
State lines worked by the State	„	4,263	1,451½	28	5,742½
Lines worked by guaranteed companies	„	2,587	...	...	2,587
Assisted companies	„	183½	172½	51	407½
Lines owned by native states and worked by companies	„	598½	188½	71¼	858¼
Lines owned by native states and worked by state railway agency	„	12·4	...	22½	146½
Lines owned and worked by native states	„	...	80·4	94½	898½
Foreign lines	„	...	58¾	...	58¾
Total	„	11,344¾	8,065¾	267½	19,677¾
Total length open at the end of the previous corresponding year	„	10,875¾	7,712	267½	18,855½

In addition to the above, there were 110⅜ miles of steam tramways working outside municipal limits.

4. Subsequent to the close of the year 1895-96 and up to date (30th May), the Bhopal-Ujjain railway previously open for goods traffic only, was opened for passenger traffic on the 11th April 1896.

Additions to open mileage subsequent to the 31st March 1896.

5. During the year sanction was given to the construction of additional mileage, omitting tramways, to the extent of 2,415⅝ miles, comprising:

Extensions of line sanctioned.

COMMERCIAL LINES—

British India—

	Miles.	
Standard gauge.		
East Indian	1	
Indian Midland	118½	
East Indian railway extensions (Moghal Sarai-Gya)	130	
Bengal-Nágpur extensions	361	
North Western (state)	48	
Oudh and Rohilkhand (state)	15½	
Eastern Bengal (state)	11½	
Rae Bareli-Benares	139	
Bezwada-Madras (Ennúr-Bezwada section)	230	
Ketri-Rohri (Chord line)	5½	
Great Indian Peninsula	1	
South Behar (Luckeeserai-Gya)	83	
Southern Punjab (Delhi-Samásata)	400½	
		1,543⅜
Metre gauge.		
Bengal and North-Western	373½*	
Burma (state)	37	
Mandalay-Kunlon	22¾	
		634½
Special gauge.		
Bársi (2′ 6″)	...	21½
Native states—		
Standard gauge.		
Bína-Goona (Goona-Bara extension)†	...	21
Metre gauge.		
Jodhpore-Bickaneer railway extension (Bickaneer-Khari)†	28	
Shadipalli-Balotra (Balotra-Jodhpore frontier section) †	135	
		163
Special gauge.		
The Gaekwar's Dabhoi (2′ 6″)	7½	
Cooch Behar (2′ 6″)	2½	
		9½
Carried over		2,393½

* Earthwork sanctioned for famine relief purposes only on the Gogra-Ganges Doosb lines (211½ miles).
† Earthwork sanctioned for famine relief purposes only.

	Miles.
Brought forward .	2,393½
FOREIGN LINE—	
METRE GAUGE.	
Karikal-Peralam	14½
MILITARY LINE—	
British India—	
STANDARD GAUGE.	
North Western (state)	7½
TOTAL	2,415½

Further details of the mileage sanctioned will be found in Appendix B, pages iv and v.

Total sanctioned mileage.

6. After allowing for minor corrections of mileage, etc., the total sanctioned mileage on the 31st March 1896, omitting tramways, compares with the sanctioned mileage on the corresponding date of the previous year as follows:

	Standard gauge.	Metre gauge.	Special gauges.	TOTAL.
Total to the end of March 1896 . Miles	13,373	9,775½	318½	23,466¾
Total at the end of the previous year „	11,802	8,983¼	287½	21,072¾
Increase over the previous year . „	1,571	792¼	30¾	2,394

Important works completed and in progress.

7. The work of relaying the main line of the *East Indian railway* with 85 lb. steel rails and the Patna-Gya branch with 12 sleepers to the rail, is being carried out as fast as materials are available.

The Toposi colliery extensions of the East Indian railway, with the exception of one mile, were completed during the year, and are being worked for goods traffic. Portions of these extensions were also opened for passenger traffic.

An extension of the East Indian railway from Moghal Sarai to Gya was sanctioned for construction in November 1895.

In August 1895, sanction was accorded to the construction, by the *Bengal-Nágpur railway*, of a line, from Sini to Calcutta *viâ* Midnapore and of a branch from Midnapore to the Mahánadi (Cuttack) a total length of 361 miles, including subsequently the construction of a bridge over the above named river. Work was commenced on the whole line: the land has been demarcated and earthwork is progressing.

Work has been in progress on the Saugor-Katni extension of the *Indian Midland railway* since December 1895.

Work on the *Godhra-Ratlam-Nagda railway* was in progress during the year, and the section from Ratlam to Nagda is expected to be opened for traffic in May 1896, and the remaining length about July 1896.

On the *North Western* (*state*) *railway*, about 6 miles of line on the improved grades between Domeli and Taraki, known as the Bakrala project, and about 1⅑ miles between Mandra and Ráwalpindi, known as the Sihala project, which were referred to in the last report, were completed and opened on the 8th and 15th October 1895, respectively.

The work of strengthening the weak girders of the large bridges was practically completed during the year. The new bridge over the Haroo river, between Lawrencepur and Burhán, was opened on the 18th April 1895, and that over the Chablat, on the 15th November 1895. The new roadway carried on the old railway bridge girders, alongside the new railway bridge over the Ravi at Shahdara, was opened on the 13th April 1895. The conversion of the old railway bridge at Jhelum into a road bridge was also completed, and the bridge opened to traffic from the 20th November 1895.

Several works, to meet a heavy troop traffic, which were in progress at the beginning of the year, were completed.

The doubling of the line from Kiámári to Piprí (26 miles) was completed. The estimate for doubling the remaining portion between Piprí and Kotri, a distance of 82 miles, was sanctioned in August 1895, and the work is in hand.

A standard gauge branch from Haranpur to Rewal, 7½ miles, was completed on the 31st August 1895 and opened for goods traffic.

The construction of the Wazirabad-Lyallpur railway, a distance of 96 miles, was completed during the year. The Wazirabad-Hafizabad section (37¾ miles) was opened on the 15th August 1895; the Hafizabad-Sangla Hill section (31 miles) on the 1st January 1896; and the Sangla Hill-Lyallpur section (27¼ miles) on the 15th February 1896. The extension from Lyallpur to Toba Tek Singh was sanctioned in December 1895.

On the *Oudh and Rohilkhand (state) railway*, a branch line, 15½ miles long, from Najíbabad to Kotdwára, at the foot of the hills near the military cantonment of Lansdowne, was sanctioned during the year, and work commenced in November 1895. The branch is expected to be opened for traffic in 1896.

The metre gauge line from Burhwál to Cawnpore [Oudh and Rohilkhand (state) railway] is approaching completion, the portion between Burwhal and Daliganj (the junction with the Rohilkund and Kumaon railway near Lucknow) being practically ready for goods traffic; the length between Lucknow and Cawnpore was less advanced, being delayed by the necessity of avoiding interruption to the traffic of the broad gauge lines when remodelling the Cawnpore yard, and constructing the connection with the Rajputana-Malwa railway at Cawnpore.

On the *Eastern Bengal (state) railway*, an estimate for doubling the line from Ránaghat to Poradáha was sanctioned, and the work is in hand. The work of laying 20,000 Denham-Olphert's sleepers, in addition to those mentioned in last report, was in progress.

On the *East Coast (state) railway*, the sections from Palasa to Berhampore-Ganjám, 46 miles, from Berhampore-Ganjám to Rambha, 29½ miles, and from Rambha to Khurda Road, 61¾ miles, were opened for public traffic, on the 1st April 1895, 15th October 1895 and 1st March 1896, respectively.

Sanction was accorded in September 1895 to the construction of the *Rae Bareli-Benares railway*, and work was commenced during the year.

Sanction was given, in July 1895, for the construction of the *Bezwada-Madras railway (Ennúr-Bezwada section)*, a distance of 254¼ miles, including a protion, 24¼ miles, of the open line of the South Indian railway from Gudur to Nellore to be converted from the metre to the standard gauge. Work was in progress during the year. The Madras-Ennúr section of this railway, 9 miles, was opened for traffic on the 22nd February 1896 and is being worked by the Madras Railway Company.

Work on the *Kotri-Rohri Chord line* was in hand during the year. The design for the bridge over the Indus was fixed at five spans of 350 feet with a land span of 100 feet on the Kotri bank.

The *Mushkaf-Bolán railway* was practically completed, but it was decided that in order to facilitate the doubling of certain portions of the line and bridges, the opening for public traffic should be postponed until the autumn.

The *Mári-Attock railway* was in progress throughout the year.

On the *Great Indian Peninsula railway system*, the strengthening of the old 30-feet girders, the fencing of the last portion of the Dhond-Manmád railway, and the renewal of the permanent-way on the Khámgaon railway with 69-lb. rails released from the main line, were completed during the year. The provision of a uniform system of signalling arrangements throughout the main line was also practically completed.

On the *Bombay, Baroda and Central India railway*, the doubling of the line between Itola and Baroda was completed and opened for traffic on the 7th June 1895. The new terminal station at Colába was almost completed, and good progress was made on the new administrative offices at Bombay.

During the year, the following additional important works were put in hand: doubling the main line between Virár and Dáhánu and between Amroli and Itola; the renewal of the 60-feet Warren girders by steel plate girders; and strengthening the road on the Ánand-Godhra branch.

On the *Madras railway*, the strengthening of bridges was in progress.

The preliminary location survey of the *South Behar (Luckeeserai-Gya) railway*, which has been sanctioned for construction as an assisted railway, is

being carried out. The line will be constructed and worked by the East Indian Railway Company.

The *Southern Punjab* (*Delhi-Samána*) *railway*, 400¼ miles in length, was sanctioned during the year, and construction work put in hand.

The *Bína-Gwona and Bhopal-Ujjain* (*native state*) *railways* were taken over for working by the Indian Midland railway. The former was opened for goods traffic on the 1st May 1895 and for passenger traffic on the 23rd September 1895, and the latter for goods traffic on the 11th November 1895 and for passenger traffic on the 11th April 1896.

On the *Nizam's Guaranteed State railway*, the work of replacing the old 62-feet Warren girders of the Jyalla bridge with new 30-feet plate girders was in progress.

Work was in progress during the year on all the extensions of the *Bengal and North-Western railway* and on the permanent Gogra bridge.

The portion of the metre gauge link from the west bank of the Gogra river to Rámnagar [Burhwál station, Oudh and Rohilkhand (state) railway], was completed on the 20th January 1896.

The permanent-way on the first 98 miles from Sonepore was relaid with 50-lb. steel rails.

On the *Rajputana-Malwa railway*, 50 miles of the line were relaid with 50-lb. steel rails.

On the *South Indian railway*, the work of strengthening the weak girders of bridges of 12 to 30-feet spans was completed; and 24 miles of 40-lb. permanent-way were laid with 50-lb. bull-headed steel rails.

Work was in progress on the *Assam-Bengal railway* throughout the year.

The section from Chittagong to Feni, 57 miles, was opened for traffic on the 1st July 1895. The sections from Feni to Comilla, 39 miles, and from Láksám to Chandpur, 31½ miles, were opened for goods traffic on the 1st July 1895, and for passenger traffic from the 15th September; and that from Chittagong Port to Chittagong, 2 miles, for goods traffic on the 3rd November 1895. A further length of 29½ miles, from Comilla to Akhaura, was opened for goods traffic on the 1st January 1896, and for passenger traffic from the 1st February 1896. The portion from Akhaura to Badarpur, a length of 128 miles, is expected to be opened on the 1st July 1896 for goods traffic and for passenger traffic on the 1st November 1896. Another portion from Gauháti to Lanka, 93 miles, is also expected to be opened for traffic about the 1st October 1896.

Work was in progress as far as possible throughout the year on the Mu Valley section of the *Burma* (*state*) *railway*. An additional length of 37 miles, from Mogaung to Myitkyina, was sanctioned for construction in November 1895.

On the 21st October 1895, the section from Nankan to Mohnyin, a distance of 74½ miles, and the Katha branch, 14½ miles, were opened for traffic. The section Mohnyin to Mogaung, a length of 52½ miles, was opened for goods traffic on the 1st March 1896, and is expected to be ready for opening for passenger traffic in October 1896.

Sanction was accorded, in October 1895, to the construction of the *Mandalay-Kunlon Ferry railway*, and work was commenced during the year.

The *Oodeypore-Chitor* (*native state*) *railway* was opened for traffic on the 1st August 1895, and taken over for working by the Bombay, Baroda and Central India Railway Company as a temporary measure.

Sanction was accorded during the year to the construction of the *Karikal-Peralam railway*, 14½ miles, on the metre gauge.

The construction of the *Bársi Light railway* on the 2′ 6″ gauge from Bársi Road station on the Great Indian Peninsula railway to Bársi Town, a distance of about 21¾ miles was sanctioned. The whole length was under construction.

On the 22nd May 1895, sanction was given for the construction of the Vishvámitri-Pádra extension of the *Gaekwar's-Dabhoi railway*, 7¼ miles, on the 2′ 6″ gauge; and work is in progress.

Principal events.

8. On the 5th March 1896, an Act to amend certain sections of the Indian Railways Act, 1890, including the repeal of section 81 of the Act, was passed into law as Act No. IX of 1896.

In order to embody in the revised general rules for the working of open lines of railway, certain modifications which were proposed by railway administrations, the introduction of the rules on lines in British India administered by Government has been postponed to the 1st August 1896.

As the terms for the construction of branch or feeder lines of railway published in September 1893 and March 1895, were not fully understood, the Government of India, in April 1896, cancelled the previous resolutions, and notified the concessions they were prepared to give, such concessions being usually limited to lines not exceeding 100 miles in length and being inapplicable to longer or more important railways, or to mountain branches.

A concession was granted to Messrs. Killock, Nixon and Company of Bombay to construct the Surat-Nandurbar (Tapti valley) railway on feeder line terms.

Negotiations were in progress for the formation of a company to complete the Nilgiri railway, the new company, which is registered with a total capital outlay of £250,000, taking over the liabilities of the old company.

In July 1895, the Government of India invited attention to the suggestions put forward, from time to time, both by Government and by others interested in the general welfare of the community, with a view to promote the comfort and convenience of native passengers travelling by railway, and desired that constant attention should be paid to the subject, by enforcing the rigid observance of the rules already in force and by the introduction, from time to time, of such further reforms as experience might show to be necessary or desirable. Government Inspectors of railways were also instructed that in the course of all periodical and other inspections, attention should be paid to any improved arrangements that had been found possible for the comfort and convenience of such passengers.

In July 1895, a meeting of officers, representing railways in Southern India, was held, with a view to the establishment of a claims arbitration committee. The committee was formed and certain rules were accepted. The committee consists of the Traffic Managers and Traffic Superintendents of the Great Indian Peninsula, Nizam's Guaranteed State, East Coast (state), Madras, Southern Mahratta and South Indian railways.

From the 16th March 1895 to the 30th April 1895 the North Western (state) railway was fully occupied in the movement and concentration of troops, animals and stores in connection with the late Chitral expedition. The ordinary passenger service was not interfered with, and during the concentration from the 26th March to the 3rd April, 9 days, 88 up trains were run on the section from Rawalpindi to Nowshera, 78 miles, in addition to 18 up passenger trains or nearly 12 trains daily, in spite of the fact that owing to the existence of the temporary bridge over the Haroo river, with approaches on a grade of $\frac{1}{40}$, every train had to take a banking engine, which had, as the bridge was not considered safe for two engines, to uncouple and run over the bridge separately, causing much delay.

In December 1895, the Bengal Central Railway Company gave notice that the railway would be worked by the Company's staff from the 1st July 1896, and with this object, an indent for a complete equipment of rolling-stock was submitted to the Government of India for sanction.

The section of the East Coast (state) railway between Bezwada and Bhimadole was seriously damaged by floods, several bridges being swept away between miles 4 and 38, and the water flowing over the rails and destroying the bank in several places, practically necessitating the reconstruction of the line. All traffic was stopped for one and a half months.

During the year it was finally decided that Tadépalli should be the transhipment station for goods traffic between the Southern Mahratta, the East Coast (state) and the Nizam's Guaranteed State railways, passenger traffic being exchanged as at present at Bezwada.

The agreement between the Government of India and His Highness the Maharaja of Jammu and Kashmir for the construction and working of the line to Jammu expired on the 15th March 1895. A new agreement is under consideration.

On the 1st November 1895, through booking of coaching and goods traffic between the stations of the Assam-Bengal railway *viâ* Chandpur with the Eastern Bengal (state) railway and all railways in India was established.

9. Including unfinished lines, the total capital expenditure on all railways up to the 31st December 1895 amounted to Rs. 254·00* crores, thus:

Cost

	Standard gauge.	Metre gauge.	Special gauges.	Unclassified expenditure.	TOTAL.
	Rs.	Rs.	Rs.	Rs.	Rs.
Crores . . .	189·57	62·67	0·92	0·84	254·00

In addition to this, Rs. 0·82 crores were expended on collieries and on surveys completed and in progress, making up the total expenditure on railways under all heads to Rs. 254·82 crores.† Of this, the capital outlay on open lines, including steam-boat service and suspense accounts, amounted to:

	Standard gauge.	Metre gauge.	Special gauges.	TOTAL.
	Rs.	Rs.	Rs.	Rs.
Crores	184·64	58·84	0·90	244·38

The average cost‡ per mile of railway open was as follows:

Standard gauge.	Metre gauge.	Special gauges.
Rs.	Rs.	Rs.
1,58,730§	71,121§	32,950

The cost per mile of single track, including sidings, was:

Rs.	Rs.	Rs.
1,22,659	63,143	31,213

10. The graphic diagram published with this report shows the open mileage, capital outlay, gross earnings, working expenses and net earnings of all railways from the commencement of operations to the end of 1895.

Graphic diagram

11. In addition to the map usually published with the report showing, according to gauge, the railways constructed or sanctioned for commencement on the 31st March 1896, the following have been inserted at the end of the report:

Maps.

(i) Map showing the distribution of railways in relation to population based on the census of 1891.

(ii) Map showing railways in relation to the average annual rainfall.

12. The gross earnings during the calendar year were Rs. 26,23,69,060, against Rs. 25,50,88,564 during 1894 as follows:

Gross earnings.

	Standard gauge.	Metre gauge.	Special gauges.	TOTAL.
	Rs.	Rs.	Rs.	Rs.
1894	18,89,05,257	6,48,74,147	13,09,160	25,50,88,564
1895	19,45,77,549	6,63,09,577	14,81,934	26,23,69,060
Increase .	56,72,292	14,35,430	1,72,774	72,80,496

Of the total gross earnings during 1895, 74·16 per cent. was earned by the standard gauge lines, 25·27 per cent. by the metre gauge, and the balance,

---

* Including interest on capital during construction, which, in the case of the Bengal and North-Western (company's section), the Delhi-Umballa-Kalka, the Rohilkund and Kumaon (Lucknow-Bareilly section) and the Bengal Dooars railways, was charged to the capital account of those lines.

	Rs.
† As per details in Chapter VII, paragraph 1	252·34 crores.
Add—Calcutta Port Commissioners' railway, not included in Chapter VII .	0·65 „
	252·99 „
Deduct—Cherra-Companyganj railway, treated as a steam tramway for statistical purposes . . . . . 0·08	
Total difference as per foot-note § in statement No. 17, pages 84 and 85 due to promia on lines purchased . . . 3·09	3·17
Total .	254·82 „

‡ On outlay charged to final heads of account, excluding steam-boat.

§ The mileages on which these are calculated include 1,146½ miles of standard, and 10½ miles of metre gauge line laid with two or more tracks. For details see statement No. 32, pages 139 to 141.

0·57 per cent., by the special gauge lines. The following figures show the distribution of the earnings under the main heads of account:

	Standard gauge. Rs.	Metre gauge. Rs.	Special gauges. Rs.	TOTAL. Rs.
Coaching . . .	6,37,04,366	2,70,10,979	6,79,591	9,13,94,936
Goods . . .	12,59,56,565	3,69,67,213	7,69,818	16,36,93,596
Miscellaneous, including steam-boat . .	49,16,618	23,31,385	32,525	72,80,528
TOTAL .	19,45,77,549	6,63,09,577	14,81,934	26,23,69,060

13. The number of passengers carried as compared with the previous year was as follows:

Passenger traffic.

	Standard gauge. No.	Metre gauge. No.	Special gauges. No.	TOTAL. No.
1894 . . .	94,128,215	*50,698,172	900,710	145,727,097
1895 . . .	97,277,012	54,887,547	916,918	153,081,477
Increase . .	3,148,797	4,189,375	16,208	7,354,380

And the passenger-miles:

1894 . . Miles	3,035,804,580	*1,930,884,490	23,448,998	5,990,138,077
1895 . . ,,	4,083,131,730	2,065,063,846	24,770,696	6,172,966,272
Increase . ,,	147,327,141	134,179,356	1,321,698	282,828,195

The passenger earnings were:

	Standard gauge. Rs.	Metre gauge. Rs.	Special gauges. Rs.	TOTAL. Rs.
1894	5,21,36,368	*2,30,66,090	5,55,832	7,57,58,285
1895	5,49,59,952	2,46,66,908	5,91,067	8,02,20,927
Increase . . .	28,23,589	16,00,818	38,235	44,62,642

The earnings from other coaching traffic were as follows:

1894	71,19,946	*19,83,444	78,304	91,81,594
1895	87,44,414	23,44,071	85,524	1,11,74,009
Increase . . .	16,24,468	3,60,627	7,220	19,92,415

14. The aggregate tonnage of goods, material and live-stock carried was 33,628,030 tons against 32,643,764 tons in 1894 as follows:

Goods traffic.

	Standard gauge.	Metre gauge.	Special gauges.	TOTAL.
1894 . . . Tons	24,432,641	*8,098,696	112,427	32,643,764
1895 . . . ,,	25,340,872	8,157,927	129,231	33,628,030
Increase . . ,,	908,231	59,231	16,804	984,266

The goods ton-mileage being:

	Standard gauge.	Metre gauge.	Special gauges.	TOTAL.
1894 . . Miles	3,813,262,690	*1,044,717,268	3,783,707	4,861,763,665
1895 . . ,,	3,967,675,567	†972,712,449	4,408,665	4,944,796,681†
Difference ,,	+154,412,877	—72,004,819	+624,958	+83,033,016

The goods earnings were:

	Standard gauge. Rs.	Metre gauge. Rs.	Special gauges. Rs.	TOTAL. Rs.
1894	12,42,28,128	3,76,04,261	6,49,353	16,24,81,742
1895	12,59,56,565	3,69,67,213	7,69,818	16,36,93,596
Difference .	+17,28,437	—6,37,048	+1,20,465	+12,11,854

Excluding the traffic of the special gauge lines, the total quantity of general merchandise carried was 19,704,250 tons, or 3·97 per cent. more than

* Including the Godhra-Butlam-Nagda railway, open section.
† Excluding the Assam-Bengal and the Dibru-Sadiya railways.

in 1894, and the freight received aggregated Rs. 13,78,19,053, being less by 1·54 per cent.

Including materials and stores carried for home lines, military stores, and coal and live-stock for the public, the gross weight lifted showed an increase of 967,462 tons, or of 2·97 per cent., with an increase in the earnings of Rs. 10,91,390, or of 0·67 per cent.

15. The earnings for the first quarter of 1896, although higher than in the corresponding period of 1894, were lower than in the first quarter of 1895:

Approximate earnings, first quarter 1896.

	Standard gauge. Rs.	Metre gauge. Rs.	Special gauges. Rs.	TOTAL. Rs.
1st quarter of 1894 . .	5,35,84,768	1,58,66,946	3,11,237	6,97,62,951
" " " 1895 . .	*5,44,51,423	*1,64,42,068	*3,27,073	*7,12,20,569
" " " 1896 . .	5,37,44,003	1,64,07,138	3,74,504	7,05,25,645

The figures relating to each railway separately will be found in Appendix H, pages lx and lxi.

16. The total working expenses amounted in 1895 to Rs. 12,11,98,860 against Rs. 11,98,39,200 in the previous year as follows:

Working expenses.

	Standard gauge. Rs.	Metre gauge. Rs.	Special gauges. Rs.	TOTAL. Rs.
1894	8,74,16,399	3,16,27,581	7,94,720	11,98,39,200
1895	8,78,39,252	3,25,71,855	7,87,753	12,11,98,860
Difference .	+4,22,853	+9,44,274	—6,967	+13,59,660

The percentage of expenses on gross earnings under the several departmental heads was as follows:

	Standard gauge.	Metre gauge.	Special gauges.	Average of all lines.
Maintenance	11·83	11·14	12·22	11·66
Locomotive	15·43	16·66	16·50	15·75
Carriage and wagon . .	3·99	4·39	5·14	4·10
Traffic	7·30	8·11	9·23	7·51
General	4·20	6·66	8·75	4·84
Steam-boat, special and miscellaneous, and rent of leased lines	1·90	1·78	1·04	1·87
Contribution to Provident Fund	0·49	0·38	0·28	0·46
TOTAL .	45·14	49·12	53·16	46·19

17. The net earnings realised were Rs. 14,11,70,200 against Rs. 13,52,49,364 in 1894 as under:

Net earnings.

	Standard gauge. Rs.	Metre gauge. Rs.	Special gauges. Rs.	TOTAL. Rs.
1894 . . .	10,14,88,358	3,32,46,566	5,14,440	13,52,49,364
1895 . . .	10,67,38,297	3,37,37,722	6,94,181	14,11,70,200
Increase .	52,49,939	4,91,156	1,79,741	59,20,836

18. The statistical return on the capital expenditure† on open lines, including steam-boat service and suspense accounts, compares as follows:

Return on capital.

	Standard gauge.	Metre gauge.	Special gauges.	Average of all lines.
1894	5·62	5·90	5·84	5·69
1895	5·78	5·73	7·67	5·78

* Revised figures.

† The capital expenditure here referred to is that shown in Chapter VII, statement No. 23, in the report for 1894-95, and statement No. 23, in the present report which is that expended on lines open for traffic.

Financial results.

10. The financial results to the State of working the Indian railways for 1895-96 are not yet accurately known, but the following statement gives the figures of the revised estimate for 1895-96 as compared with the actual figures for the preceding year. These last-named figures are given in detail in statements Nos. 1 to 4 at the end of this chapter:

	1894-95.	1895-96.
Losses—	Rs.	Rs.
Guaranteed railways	1,50,41,380	1,02,58,000
State railways, military, open	55,90,110	54,61,000
State railways, military, unopen	8,88,530	11,20,000
State railways, commercial, open	11,47,160	1,27,000
State railways, commercial, unopen	25,16,780	32,25,000
TOTAL LOSSES	2,51,83,960	2,01,91,000
Gain—		
State lines leased to companies	—85,65,570	—85,34,000
State lines worked by companies	1,17,50,590	1,22,05,000
GAIN	31,85,020	36,71,000
Apparent net loss	2,19,98,940	1,65,20,000
Add—Charges debited to—		
39—Guaranteed railways—Land and supervision	3,15,410	3,11,000
40—Subsidised railways—Land, interest, and subsidies	1,66,940	2,55,000
41—Miscellaneous railway expenditure	10,03,600	7,51,000
TOTAL APPARENT CHARGE	2,34,84,890	1,78,37,000

The interest charges for the East Indian, Eastern Bengal, and North Western railways for 1894-95 include annuities paid in England, which comprise a contribution of about 44¼* lakhs of rupees for sinking funds, which will redeem the capital at the expiry of the periods during which the annuities are to run. Deducting this sum from the charges incurred during the year on the railway account, the charge to the State during 1894-95 in connection with the entire Indian railway system will stand at about 190½ lakhs of rupees. The contribution on account of sinking funds, in 1895-96, amounted to about 44† lakhs, and deducting this amount in the same way, the net charge to the State will amount to about 134½ lakhs of rupees.

	Lakhs.
* East Indian railway	28·71
Eastern Bengal railway	2·75
North Western railway	12·80
	44·26
† East Indian railway	28·56
Eastern Bengal railway	2·73
North Western railway	12·69
	43·98

If interest on lines under construction were also excluded from the above figures, the charges to the State on account of the whole of the railways in India open to traffic in 1894-95 would be about 145½ lakhs, and in 1895-96, about 76 lakhs of rupees.

The charges on account of guaranteed railways are attributable to the high rate of the interest guaranteed; to loss by exchange in paying in sterling in

England the interest on the capital cost of the lines; and to the fact that the Companies' share of surplus profits is under the contracts calculated on the supposition that earnings could be remitted in payment of interest at a rate of 1*s.* 10*d.* the rupee.

The State has to continue to pay interest at the guaranteed rates until the contracts terminate, and it is consequently unable to obtain any advantage from cheaper money and the improved credit of the country: that is to say, where the State could now raise money at a little over 2½ per cent. to pay off loans raised at higher rates of interest, it has to continue paying interest at a high average rate of about 4⅝ per cent. on the capital raised by the guaranteed companies; and, owing to the fall in exchange, the sterling interest charges if converted into rupees at the average rate for 1894-95 gives a percentage of over 7¾ on the total capital raised converted at the contract rate of exchange.

Had it been possible to remit the earnings at the contract rate of exchange, the result to the State of the working of the guaranteed railways would have been a profit of Rs. 9,26,670 in the year 1894-95 instead of a charge of Rs. 1,50,41,380 as shown above.

The direct annual loss or gain to the State from railway outlay from 1858-59 up to 1871-72, and during each financial year from 1872-73 to 1895-96, will be found in Statement No. 5 on pages 16 and 17.

STATEMENT No. 1.

Guaranteed railways.

Results to the State of working for the official year 1894-95.

Serial No.	RAILWAY.	Capital raised to the end of 1894-95.	Capital withdrawn to the end of 1894-95.	INTEREST CHARGES FOR 1894-95.				Net earnings for 1894-95, less share of surplus profits paid to companies.	Gain or loss (+ or −).
				STERLING (PAID IN ENGLAND).		Interest paid in India.	Total.		
				Amount.	Converted at the average rate of exchange.				
		£	£	£	Rs.	Rs.	Rs.	Rs.	Rs.
XXIV	GREAT INDIAN PENINSULA .	25,736,533	25,532,124	1,204,085	2,20,58,650	19,520	2,20,78,170	1,18,51,020	−1,02,27,150
XXV	BOMBAY, BARODA AND CENTRAL INDIA.	9,107,219	9,006,940	417,592	76,50,220	44,000	76,94,220	75,04,120	−1,90,100
XXVI	MADRAS	11,069,644	11,056,198	533,037	97,65,150	...	97,65,150	51,41,020	−46,24,130
	TOTAL .	45,913,396	45,594,262	2,154,714	3,94,74,020	63,520	3,95,37,540	2,44,96,160	(a) −1,50,41,380

(a) This loss does not include charges for land and controlling establishment in connection with guaranteed enterprise (amounting to Rs. 3,15,410) met by Government in 1894-95.

STATEMENT No. 2.

State lines leased to companies.

(Imperial lines constructed with capital raised by, or supplied to, companies under contract with the Secretary of State).

Results to the State of working for the official year 1894-95.

Serial No.	RAILWAY.	Subscribed capital, including advances by the Secretary of State under Act 51 Vic., cap. 5, to the end of 1894-95.	Capital outlay to the 31st March 1895.	Interest charges for 1894-95.				Net earnings for 1894-95, less share paid to companies.	Gain or loss (+ or −).
				Sterling (paid in England).		Charged in India.	Total.		
				Amount.	Converted at the average rate of exchange.				
		£	Rs.	£	Rs.	Rs.	Rs.	Rs.	Rs.
II	BENGAL-NAGPUR	7,265,781	9,82,92,570	209,950	47,80,560	1,94,150	49,74,710	34,49,590	−15,31,120
III	INDIAN MIDLAND . . .	7,101,116	8,79,09,990	253,221	46,38,970	...	46,38,970	22,72,440	−23,66,530
XVI	BENGAL CENTRAL . . .	1,000,000	1,01,24,950	33,750	6,18,300	...	6,18,300	2,59,440	−3,58,860
XLIV	ROHILKUND AND KUMAON (LUCKNOW-BAREILLY SECTION) .	160,837	(a) 85,04,640	...	...	1,50,250	1,50,250	3,85,280	+30,180
	OUTLAY BY THE STATE ON THE BAREILLY-PILIBHIT AND LUCKNOW-SITAPUR-SEKAMAU RAILWAYS PRIOR TO TRANSFER .	...	51,21,140	...	...	2,04,850	2,04,850		
XLVII	SOUTHERN MAHRATTA . .	(b) 6,603,337	(b) 7,92,00,560	223,010	40,85,500	...	40,85,500	16,09,100	(c) −31,33,500
	OUTLAY BY THE STATE ON THE BELLARY-KISTNA SECTION .	...	1,65,77,630	...	...	6,63,100	(c) 6,63,100		
XLIX	SOUTHERN MAHRATTA (MYSORE SECTION)	1,224,000	1,43,72,830	48,000	8,79,350	...	8,79,350	3,72,530	−89,820
	REFUND BY THE MYSORE DARBAR OF NET CHARGE FOR INTEREST ON CAPITAL EXPENDED ON THE MYSORE RAILWAY .	...	...	...	...	−4,16,940	−4,16,940	...	
LII	ASSAM-BENGAL—PART I .	...	20,25,410	...	...	57,560	57,560	...	−17,69,360
	ASSAM-BENGAL—PART II .	1,466,608	2,15,31,610	49,473	9,06,340	...	9,06,340		
	ASSAM-BENGAL—OUTLAY AGAINST ADVANCES MADE IN INDIA BY THE STATE UNDER THE HEAD "43"	...	72,98,240	...	...	1,45,960	1,45,960		
	TOTAL .	24,922,299	34,60,37,970	863,404	1,59,09,020	9,98,930	1,69,07,950	83,42,380	−85,65,570

(a) Including outlay from advances made in India.
(b) Including the Bellary-Kistna section since the date of transfer from the State, viz., the 1st January 1882.
(c) The outlay on the Bellary-Kistna section by the State, representing the amount expended up to the 31st December 1887 and liabilities incurred up to that date and subsequent law charges, was not taken over by the Company, so that the interest on this capital must be taken into account in stating the loss to the State on the Southern Mahratta railway.

STATEMENT No. 3.

State railways (Commercial).

Results to the State of working for the official year 1894-95.

Serial No.	RAILWAY.	Capital outlay to the 31st March 1895.	INTEREST CHARGES FOR 1894-95. Sterling paid in England: Interest and Annuity. Amount.	Converted at the average rate of exchange.	Charged in India.	Total.	Net earnings for 1894-95.	Gain or loss (+ or −).
	Commercial lines and collieries.	Rs.	£	Rs.	Rs.	Rs.	Rs.	Rs.
	(1) Open for traffic or working.							
XII	NORTH WESTERN—							
	COMMERCIAL SECTION	(a) 32,24,75,370	571,820	1,01,75,650	75,35,910	1,80,11,560	1,42,18,740	−37,92,820
	GRADIENT IMPROVEMENTS	74,03,280						
XIII	HYDERABAD-SHADIPALLI	17,65,690	...	...	69,450	69,450	89,220	−80,230
XIV	OUDH AND ROHILKHAND	10,63,88,780	327,063	59,91,730	1,30,690	61,22,390	62,31,330	−1,73,420
	BAREILLY-RÁMPUR-MORADABAD	74,83,550	...	...	2,82,360	2,82,360		
XV & LIII	EASTERN BENGAL	(a) 11,54,36,070	155,612	28,50,790	31,65,430	60,16,220	86,64,440	+26,48,220
LIV	BURMA	5,32,24,480	...	...	21,13,630	21,13,630	24,52,000	+3,03,370
	CHERRA-CHAPUNJANI	7,81,430	...	...	31,310	31,310	4,420	−26,790
LXXVII	JORHÁT	8,10,100	...	...	32,600	32,600	14,440	−18,160
	UMARIA COLLIERY	10,38,220	...	...	40,670	40,670	19,820	−20,850
	WARORA COLLIERY	20,74,920	...	...	75,040	75,040	39,560	−35,480
	TOTAL OPEN STATE RAILWAYS (COMMERCIAL)	62,01,95,860	1,054,494	1,93,18,170	1,35,11,060	3,28,30,130	3,16,82,970	−11,47,160
	(2) Unopen lines and Miscellaneous charges.							
V	GODÁVARI-RUTLAM-NAGDA (RUTLAM-NAGDA SECTION)	79,000	...	...	1,750	1,750	...	−1,750
VIII & XVIII	EAST COAST (b) (c)	4,73,77,750	...	...	17,52,080	17,52,080	3,49,010	−14,03,070
	MU VALLEY (c)	2,08,75,770	...	...	7,76,410	7,76,410	−1,80,630	−9,57,040
LV	CAWNPORE-URDHWÁL	9,45,280	...	...	18,900	18,900	...	−18,900
	WAZIRABAD-LYALLPUR (PORTION UNDER CONSTRUCTION)	5,48,110	...	...	11,630	11,630	...	−11,630
XXI	KOTRI-ROHRI CHORD LINE	9,48,930	...	...	19,020	19,020	...	−19,020
IX	BEZWADA-MADRAS (MADRAS-ENNUR SECTION)	1,70,580	...	...	3,410	3,410	...	−3,410
	STORES SUSPENSE BALANCES	12,39,440	...	...	27,180	27,180	...	−27,180
	PETROLEUM OPERATIONS, BALUCHISTAN	1,24,100	...	...	4,980	4,980	...	−4,980
	NÁGPUR-CHHATTISGARH DEPRECIATION ACCOUNT	6,57,030	...	...	23,830	23,830	...	−23,830
	VIZAGAPATAM-RAIPUR*	2,45,040	...	...	9,800	9,800	...	−9,800
	BILÁSPUR-ETÁWAH SURVEY*	75,140	...	...	3,000	3,000	...	−3,000
	RÁNIGHAT-BHAGWANGOLA*	3,12,410	...	...	12,030	12,030	...	−12,030
	SOUTHERN MARHATTA (DEPRECIATION ON WORKS, ETC)	5,27,070	...	...	21,080	21,080	...	−21,080
	TOTAL UNOPEN STATE RAILWAYS (COMMERCIAL) ETC.	7,46,10,930	...	...	26,85,160	26,85,160	1,09,380	−25,16,780
	TOTAL OPEN AND UNOPEN STATE RAILWAYS (COMMERCIAL).	69,48,06,790	1,054,494	1,93,18,170	1,61,97,120	3,55,15,290	3,18,51,350	−36,63,940

	* North Western railway.	Eastern Bengal Railway.
(a) Capital as above—	Rs.	Rs.
Commercial section	32,24,75,370	
Military section	12,21,50,680	
	44,46,26,050	11,54,36,070
Deduct premium	2,03,3-,980	1,18,64,370
Amount shown as capital in the published finance accounts of the Government of India	42,42,89,070	10,40,71,700

(b) Includes the Bezwada Extension of the East Coast (State) railway which is worked by His Highness the Nizam's Guaranteed State Railway Company.

(c) Newly sanctioned lines, although partially opened, as the total expenditure for the official year is not separated between the open section and that under construction.

* Abandoned or in abeyance.

STATEMENT No. 3-A.

State railways (Military).

Serial No.	RAILWAY.	Capital outlay to the 31st March 1896.	INTEREST CHARGES FOR 1894-95. Sterling (paid in England) interest and annuity. Amount.	Converted at the average rate of exchange.	Charged in India.	Total.	Net earnings for 1894-95.	Gain or loss (+ or —).
		Rs.	£	Rs.	Rs.	Rs.	Rs.	Rs.
	Military lines.							
	(1) Open for traffic.							
XII	NORTH WESTERN—							
	MILITARY SECTION*	12,21,30,690	...	...	48,78,900	48,78,900	—7,11,210	—55,90,110
	TOTAL OPEN STATE RAILWAYS (MILITARY)	12,21,30,690	...	...	48,78,900	48,78,900	—7,11,210	—55,90,110
	(2) Unopen lines, etc.							
XXII	MUSHKAF-BOLÁN	1,62,06,190	...	...	5,26,660	5,26,660	...	—5,26,660
XXIII	MÁRI-ATTOCK	47,42,130	...	...	1,72,620	1,72,620	...	—1,72,620
	FRONTIER RAILWAY RESERVE MATERIAL	43,09,000	...	...	1,74,540	1,74,540	...	—1,74,540
	PESHÁWAR RAILWAY RESERVE MATERIAL	3,67,760	...	...	14,710	14,710	...	—14,710
	TOTAL UNOPEN STATE RAILWAYS (MILITARY)	2,56,85,080	...	...	8,88,530	8,88,530	...	—8,88,530
	TOTAL OPEN AND UNOPEN STATE RAILWAYS (MILITARY)	14,78,15,770	...	...	57,67,430	57,67,430	—7,11,210	—64,78,640
	GRAND TOTAL STATE RAILWAYS (COMMERCIAL AND MILITARY)	81,26,22,560	1,054,494	1,93,18,170	2,19,64,550	4,12,82,720	3,11,40,140	—1,01,42,580

* Including the line from Rak to Chaman and the Quetta loop, Sibi to Bostán *viâ* Bolán and Quetta; the Sind-Sagar line from Lála Húsa to Sher Shah junction, with branches; and the lines from Golra to Khuswalgarh and Mazaffarabad junction to Sher Shah, the late Salt branch, metre gauge, and the Mián-wáli-Mári branch railway.

STATEMENT No. 4.

State railways worked by companies.

Results to the State of working lines constructed or purchased by Government and worked by companies for the official year 1894-95.

Serial No.	RAILWAY.	Capital outlay to the 31st March 1895.	INTEREST AND ANNUITY CHARGES FOR 1894-95.				Net earnings (less surplus profits paid to shareholders) for 1894-95.	Gain or loss (+ or —).
			STERLING (PAID IN ENGLAND).		Charged in India.	Total.		
			Amount.	Converted at the average rate of exchange.				
		Rs.	£	Rs.	Rs.	Rs.	Rs.	Rs.
I	EAST INDIAN	(a) 41,16,79,950	1,482,179	2,71,53,280	22,30,080	3,00,84,260	3,46,95,610	+45,11,350
IV	BENGAL-ITÁRSI (BRITISH SECTION)	(b) 22,69,940	...	...	88,160	88,160	61,450	—26,710
VI	WARDHA COAL	49,87,090	...	...	1,99,510	1,99,510	89,290	—1,10,220
VII	DHOND-MANMÁD	1,12,28,900	...	...	4,48,200	4,48,200	3,81,990	—66,210
XLIII	BENGAL AND NORTH-WESTERN—TIRHOOT SECTION	2,52,41,730	...	...	10,04,510	10,04,510	15,59,110	+5,54,600
V & XLV	RAJPUTANA-MALWA, INCLUDING GODHRA-RUTLAM-NAGDA, OPEN SECTION	14,75,67,800	...	...	58,93,310	58,93,310	1,35,36,040	+76,42,730
XLVI	PALANPUR-DEESA	2,15,300	...	...	8,430	8,430	10,810	+2,380
XLVIII	GUNTAKAL-MYSORE FRONTIER	58,55,070	...	...	2,34,480	2,34,480	1,34,860	—99,620
L	SOUTH INDIAN	(c) 8,30,38,670	170,207	32,83,050	10,40,320	43,23,370	33,78,510	—9,45,360
LI	MÁYAVARAM-MUTUPET	23,98,370	...	...	93,400	93,400	81,050	—12,350
	TOTAL	69,44,24,020	1,652,386	3,04,36,330	1,19,41,800	4,23,78,130	5,41,28,720	+1,17,50,590

(a) Capital as above . . . . . Rs. 41,16,79,950
Deduct premium 2,65,00,000
Amount shown as capital in the published finance accounts of the Government of India 38,51,79,950

(b) Including Rs. 60,670 expended by the State on the survey of this line, but not included in the capital account of the railways.

(c) Capital as above . . . . . Rs. 8,30,38,670
Deduct premium 98,92,770
Amount shown as capital in the published finance accounts of the Government of India 7,31,45,900

STATEMENT

Direct annual gain or loss to the State

YEAR.	GUARANTEED RAILWAYS (EXCLUDING EAST INDIAN, EASTERN BENGAL, SIND, PUNJAB AND DELHI, OUDH AND ROHILKHAND, AND SOUTH INDIAN RAILWAYS FROM 1871-72).				STATE LINES WORKED BY THE STATE.				STATE LINES EXCLUDING
	Capital withdrawn for expenditure to end of each year.	Net traffic receipts, less surplus profits paid to companies.	Guaranteed interest.	Loss to the State.	Capital expenditure.	Net receipts, less surplus profits paid to companies.	Interest and annuity. (d)	Loss to the State.	Capital expended.
	£	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
1858-59 to 1871-72 . . .	...	21,486,092	38,910,797	17,424,705	1,552,619	—6,164	138,566	144,730	460,400
1872-73	40,354,274	1,116,031	2,160,241	1,044,212	19,845,794	11,589	1,005,949	994,360	3,911,679
1873-74	39,402,681	1,218,075	2,185,593	967,518	22,085,003	315,538	1,084,955	769,417	4,646,312
1874-75	40,784,561	1,309,073	2,204,274	895,121	27,643,205	537,819	1,385,596	847,778	5,300,247
1875-76	40,381,949	1,430,240	2,359,668	772,428	26,203,425	821,031	1,297,668	476,647	6,133,362
1876-77	40,679,454	1,809,241	2,336,240	467,259	28,538,224	566,967	1,445,165	881,198	9,734,230
1877-78	41,201,729	2,227,963	2,331,874	3,841	31,422,009	931,127	1,539,427	607,300	11,302,783
1878-79	41,682,705	1,619,109	2,477,215	858,146	33,178,149	805,452	1,693,385	887,903	13,462,094
1879-80	41,764,715	1,448,896	2,141,460	1,092,564	34,073,275	968,613	1,777,260	808,647	15,489,419
1880-81	41,742,884	1,722,373	2,488,599	766,026	29,794,479	1,370,533	1,699,329	328,797	17,282,260
1881-82	42,075,110	2,243,365	2,490,263	132,698	31,073,885	1,120,266	2,000,945	880,679	19,238,005
1882-83	42,168,326	2,132,101	2,537,920	401,519	32,615,781	1,256,415	2,133,951	877,536	20,521,702
1883-84	42,629,057	2,137,094	2,559,330	422,236	35,068,279	1,791,853	2,135,629	794,706	22,907,853
1884-85	43,096,508	2,293,615	2,588,135	294,520	(a) 19,315,679	1,578,771	2,244,226	765,565	27,992,317
1885-86	43,682,117	2,503,329	2,761,694	258,365	(b) 37,441,799	1,928,223	2,568,277	640,054	30,033,092
1886-87	43,829,450	2,682,691	2,908,441	225,750	63,123,459	(c) 1,797,584	2,873,116	1,075,532	34,252,218
1887-88	43,827,158	2,494,404	3,067,228	572,824	65,157,565	1,545,074	2,963,971	1,418,897	38,565,035
1888-89	44,343,227	2,742,916	3,103,016	360,100	(c) 68,551,382	1,829,123	3,243,247	1,414,224	42,998,660
1889-90	44,626,363	2,521,970	3,084,075	562,090	70,419,234	2,322,233	3,283,214	960,961	46,497,037
1890-91	45,091,253	2,811,185	2,944,547	3,362	72,346,193	2,219,163	3,150,571	931,383	(e)54,991,619
1891-92	45,137,135	2,770,064	3,060,430	290,366	75,273,278	2,977,615	3,255,444	677,829	56,746,702
1892-93	45,207,409	2,662,189	3,438,635	776,446	78,208,122	2,177,320	3,681,650	1,504,330	59,014,539
1893-94	45,276,791	2,812,258	3,537,492	714,994	81,307,226	2,621,612	3,955,506	1,333,894	60,240,974
1894-95	45,384,262	2,449,626	3,923,754	1,504,138	84,247,291	3,129,938	4,189,586	1,019,648	62,910,168
1895-96 (Revised estimate) .	45,924,422	2,764,861	3,791,000	1,026,860	87,180,791	3,194,300	4,218,910	1,024,600	65,338,794
TOTAL . .	...	73,803,530	105,570,393	31,766,857	...	37,201,224	59,093,603	21,857,519	...

(a) Include capital expenditure on the Eastern Bengal railway prior to purchase as under:

	£
Share capital at time of purchase	2,211,940
Premium on share capital at time of purchase	1,130,117
Debentures and debenture stock	1,021,688
TOTAL	4,115,575

(b) Includes capital expenditure on the Sind, Punjab and Delhi railway prior to purchase as under:

	£
Share capital at time of purchase	11,071,870
Premium on share capital at time of purchase	2,935,404
TOTAL	14,007,274

(c) Includes £10,237,049 on account of purchase-money of the Oudh and Rohilkhand railway.

(d) Interest on a portion of the capital raised at 4 per cent., and not on £1,400,000 lent by His Highness the Maharaja Holkar for the construction of the Holkar State railway on which 4½ per cent. is paid by the State.

(e) Includes the following amounts in connection with the acquisition of the South Indian railway by the State:

	£
Debenture stock for redemption of share capital	4,197,557
Debenture stock taken over	435,000
Debentures taken over	1,070,440
TOTAL	5,702,997

This figure differs from the purchase-money entered in the Public Works and Income Accounts of the Government of India, in which £1,000,000 debt of the Company is treated as redeemed in cash.

NOTE.—The figures from 1872-73 include "Loss by exchange," and the results shown against state railways from 1880-81,

No. 5.

from railway outlay since 1853-54.

LEASED TO AND WORKED BY COMPANIES, THE EAST INDIAN RAILWAY.			EAST INDIAN RAILWAY.					OTHER CHARGES.			
Net receipts, less surplus profits paid to companies.	Interest and annuity. (*f*)	Loss to the State.	Capital expended.	Net traffic receipts, less surplus profits paid to share-holders.	Interest and annuity.	Gain to the State.	Loss to the State on working the railway system of India.	39. Guaranteed railways. Land and supervision.	40. Subsidised companies. Land, interest and subsidy.	41. Miscellaneous railway expenditure.	Total loss to the State.
Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
...	14,867	14,867	...	(*h*)	(*h*)	(*h*)	17,584,302	2,406,601	...	42,043	20,032,946
48,578	216,878	168,300	30,220,008	1,584,830	1,736,905	—2,075	2,173,956	161,026	...	15,558	2,350,500
48,436	262,658	214,222	31,164,161	1,945,333	1,813,216	330,717	1,620,440	132,438	...	14,990	1,767,868
96,974	321,469	224,495	30,329,456	1,792,600	1,621,288	171,312	1,546,032	55,394	...	7,371	1,608,797
139,423	380,382	240,959	30,362,523	1,680,333	1,637,970	42,365	1,498,669	88,313	...	40,778	1,539,760
189,813	423,016	233,198	30,600,227	2,252,092	1,741,830	510,262	1,101,303	51,633	...	—6,819	1,146,597
229,063	469,365	190,332	30,739,994	2,455,714	1,715,535	740,179	61,694	66,429	...	22,126	150,150
241,118	578,218	337,100	31,334,420	1,926,410	1,818,712	109,698	1,009,511	57,758	...	48,423	2,075,692
220,817	638,518	388,701	(*g*) 37,779,596	2,563,667	1,821,328	742,344	1,457,563	63,284	...	19,623	1,570,475
334,639	735,991	401,352	38,242,989	2,421,288	1,653,724	767,494	923,851	57,614	...	57,708	1,042,223
633,334	811,465	176,131	38,733,469	3,085,081	2,021,697	1,063,384	146,124	74,745	13,226	51,860	285,955
777,084	914,126	137,042	38,933,308	2,547,703	2,085,620	462,073	954,025	72,182	25,092	233,905	1,306,194
967,911	1,042,186	74,275	39,110,477	3,030,972	2,072,270	958,702	312,745	67,326	54,573	—129,405	305,239
915,907	1,170,640	255,433	39,494,979	2,505,329	2,103,200	402,329	853,129	61,457	39,551	97,554	1,051,751
1,160,587	1,393,277	231,290	39,650,122	2,849,205	2,228,267	621,038	503,761	79,553	44,125	99,274	731,713
1,246,064	1,602,842	356,778	39,823,790	3,015,407	2,220,048	695,359	663,791	66,235	45,243	94,399	1,188,668
1,237,599	1,704,332	526,733	39,894,454	2,974,710	2,201,733	582,977	1,275,477	51,435	43,627	51,947	2,123,336
1,464,831	2,002,993	538,163	39,883,009	2,611,607	2,525,563	285,044	2,090,242	44,345	28,071	70,634	2,233,392
1,584,798	2,164,590	579,792	39,935,263	2,821,699	2,401,042	420,657	1,603,395	30,952	69,130	149,124	1,852,601
1,824,738	2,202,731	378,993	39,942,451	2,974,118	2,210,193	754,925	458,818	43,988	36,288	149,197	687,291
2,151,495	2,323,124	171,719	39,959,319	3,353,829	2,376,252	977,497	171,477	19,257	33,139	92,060	315,864
2,394,503	2,580,982	186,479	40,236,379	3,226,116	2,639,624	667,492	1,799,463	29,423	29,026	—10,580	1,847,032
2,434,981	2,648,399	213,418	40,779,756	3,258,539	2,713,353	845,186	1,377,060	34,004	21,000	103,439	1,535,503
2,731,095	2,838,863	127,263	41,167,995	3,439,561	3,068,436	481,125	2,199,394	31,541	16,694	100,360	2,346,489
2,495,700	2,839,700	343,000	41,722,995	3,650,400	2,909,000	741,400	1,632,000	31,100	25,500	73,100	1,763,700
25,654,633	32,414,497	6,759,864	...	(*i*) 64,588,847	(*i*) 51,217,704	(*i*) 13,371,143	46,992,797	3,892,054	525,176	1,317,469	52,927,496

(*f*) Includes the following amounts for advances and repayments of advances of interest:

	1851-52.	1852-53.	1853-54.	1854-55.	1855-56.	1856-57.	1857-58.	1858-59.	1859-60.	1860-61.	1861-62.	1862-63.	1863-64.	1864-65.	1865-66. Revised.
	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
Advances	5,183	16,807	34,154	45,339	...	...	...	...	...	...	...	...	...	...	...
Repayments	2,763	4,624	3,319	619	119	1,616	24,704	42,703	49,103	31,456	32,904	17,583	34,054	41,634	29,200
Net	2,420	12,183	30,835	44,721	—119	—1,616	—24,704	—42,703	—49,103	—31,456	—32,904	—17,583	—34,054	—41,634	—29,200

(*g*) This sum is arrived at thus:

Capital of the East Indian railway at time of purchase	£ 28,200,000
25 per cent. premium thereon	„ 6,550,000
Debentures and debenture stock	„ 2,450,000
Outlay subsequent to purchase	Rx. 153,248
Outlay on the Jaldarnagar-Ghazipur, Nalhati, and Patna-Gya railways	„ 425,748
TOTAL	Rx. 37,779,596

(*h*) Figures are not available, and are included under guaranteed railways.

(*i*) Total from 1875-76.

* Of these amounts, £27,623,286 will be redeemed by an annuity terminable in 1963, which annuity is included in the column "Interest and annuity."

and onwards include certain annually increasing payments towards sinking funds for redemption of capital.

CHAPTER II.

Works completed and in progress.

East Indian Railway (standard gauge).

The relaying of the road with 85 lb. steel rails has been continued during the year as fast as material was available, and the relaying of the Gya branch with 12 sleepers to the rail is also well advanced. About one-third of the work in renewing and improving the fencing throughout the line has been completed.

Eight miles of the Damuda coal siding have been opened and the remaining two miles are ready for opening; the earthwork and bridging on the extension of the Salanpur-Jamgram section is finished, and the work on the new foundry at Jamálpur, which was commenced last year, is now well forward.

Bengal-Nágpur Railway (standard gauge).

2. During the year, 5 miles of the Katni-Umaria section were relaid with 75 lb. steel rails and steel sleepers, and the addition of 2 extra sleepers at the rail joints on the section Nágpur to Kamptee was carried out. The re-sleepering of the line between Bilásphur and Hatbandh and Bilásphur and Champa was in progress.

Three 40 ft. girder bridges were erected at miles 346 and 377 on the main line and at mile 307 on the Katni branch, and in addition the following important works (some of which were reported as being in progress during the previous year) were completed: Combined tank houses and institutes at Bilásphur and Chakardharpore stations; assistant engineers' quarters at Bilásphur, Raigarh, Jharsuguda and Umaria; and extensions of the new audit office.

The following were among the more important works in progress during the year: Third class waiting shed and booking office at Raipur station; hospital, dispensary and hospital assistants' quarters at Bilásphur and Chakardharpore; additional guards' and drivers' barracks at Bilásphur and Chakardharpore; quarters for sub-permanent-way inspectors in the Bilásphur and Chakardharpore districts; combined high service tank, reading room and locomotive foreman's office at Jharsuguda; and station building at Sambalpur.

Bengal-Nágpur Railway extensions.

3. At the end of August 1895, the construction of a line from a point near Sini station *viá* Midnapore to Calcutta, and of a branch from Midnapore to the Mahánadi (Cuttack), including subsequently the construction of a bridge over the last named river at Cuttack, to connect directly with the East Coast (state) railway, was sanctioned. The length of line sanctioned is 361 miles divided into eight districts. The land has been demarcated and earthwork is progressing on all the districts.

Indian Midland Railway (standard gauge).

4. About 7½ miles of track of timber sleepers on the Agra Gwalior section (old Sindia railway) were renewed with Indian Midland railway cast iron pot sleepers during the year, and the following works were completed: Water wheel and connected works for a reservoir at Guddea; arrangement for supply of water to the condensers of the stationary engines in the locomotive shops at Jhánsi; pump and boilers of the masonry storage reservoir for supply of water at Jhánsi; works in connection with the lighting of trains on Pintsch's gas system at Jhánsi; additional works at Cawnpore transfer

sidings, reported previously as put in hand; interlocking of the main line points and signals at Bijoli station with Timmis' patent signal gearing machine; and watering arrangements at Lalitpur.

The construction of the extension from Saugor to Katni was sanctioned in December 1895. All the preliminary arrangements have been carried out, and a good start made with the earthwork, except on the portion of the alignment across the Sonar valley, work on which was deferred pending the examination of a proposed alternative route *viâ* Pathuria, which has since been surveyed and finally adopted and on which work will now be commenced immediately.

Bina-Goona Railway (standard gauge).

5. The following works, required to complete the line, are in progress: Extra earthwork of high banks; rebuilding the revetment walls of the Sindh bridge and pitching the pier abutment slopes; and providing additional ballast required to bring the permanent-way up to standard.

Bhopal-Ujjain Railway (standard gauge).

6. Earthwork has been completed. All the bridges have been finished and traffic is passing over them, and the principal level crossings have been metalled. Gate lodges have not been started, as the line is not fenced. The telegraph line has been completed. About 60 per cent. of the ballast has been collected, and all the station yards and bridge approaches have been ballasted. It is not intended to fully ballast the line at once, the sleepers being packed with temporary ballast of moorum to form a soling for the permanent ballasting until the banks have settled. Permanent-way has been completed. Stations and buildings will be completed by the beginning of the rains, or soon after.

The whole length was opened for goods traffic on the 11th November 1895 and for passenger traffic from the 11th April 1896.

Bhopal-Itársi Railway (standard gauge).

7. About two miles of track of wooden sleepers were renewed with Indian Midland railway pot sleepers during the year, and arrangements for draining Barkhera station are in progress.

The masonry protection works on the north bank of the Nerbudda river were completed.

A water-supply for the staff quarters at Itársi has been provided, and the service for Mid-Ghât station, commenced at the beginning of the year, is nearly ready.

North Western (state) Railway system (standard gauge).

8. The principal works completed or in progress during 1895-96 were briefly as follows:

Main line.

The strengthening of the weak girders of the large bridges was practically completed during the year. Of the large bridges referred to as being under reconstruction in the last report, the new bridge over the Haroo river was opened on the 18th April 1895, and that over the Chablat, on the 15th November 1895. The new road-way, carried on the old railway bridge girders, alongside the new railway bridge over the river Ravi at Shahdara, was opened on the 13th April 1895. The conversion of the old railway bridge at Jhelum, into a road bridge, was also completed, and the converted bridge brought into use, with effect from the 20th November 1895.

The replacement of the pin warren girders over the nulla between Ráwalpindi and Golra, and of those over the Budhoo nulla between Hasan Abdál and Sarai Kála, with stronger plate girders, was completed on the 5th November and the 1st December 1895, respectively, as also the alteration of the Bulliali bridge, between Umballa Cantonment and Kesri. Several other smaller bridges were either altered or strengthened during the year.

The doubling of the line between Kiámári and Pipri (26 miles) was completed during the year, and work on the Pipri-Kotri section (82 miles) was in progress.

Troop traffic works.

Several works in the shape of sidings, plat forms, etc., to meet a heavy troop traffic, which were in progress at the beginning of the year, were completed including the works at Sher-Shah. Watering arrangements for troops and horses at several stations were in progress.

New crossing stations were constructed between Khánpur and Firoza, Samúsata and Mubarakpúr, Kacha Khúh and Khánewal, and Chichawatni and Haruppa; and Kaloowal ballast siding station was converted into a crossing station. A temporary platform and certain additional sidings were constructed at Nowshera in connection with the late Chitral expedition.

Open line ordinary works completed.

The roofing of the Amritsar station was altered by removing the central masonry pillars and carrying the roofing on one span across the station. The remodelling of the Bandar Head outward goods yard in connection with the Kurrachee Port Trust import yard scheme was arranged, and the railway wharf at Kiámári was renewed.

Works in progress.

The chief works in progress were the doubling of the line from Pipri to Kotri and the renewing of the Beas valley viaducts.

Sind-Sagar section.

On the Sind-Sagar section, the following works were either completed or approaching completion at the close of the year: Chalisa Junction station at mile 896¾ between Piad Dádan Khán and Haranpur; ballasting the line from mile 899 to 912, 870 to 885, 851 to 876 and 830 to 835.

Wazirabad-Lyallpur branch.

The construction of a branch line from Wazirabad to Lyallpur, a distance of 96 miles, as a low-speed feeder line to serve the tract irrigated by the new Chenab Canal, was completed during the year. The Wazirabad-Háfizabad section was opened on the 15th August 1895, the Háfizabad-Sangla Hill section on the 1st January 1896, and the Sangla Hill, Lyallpur section on the 15th February 1896. Estimates for extensions to Toba Tek Singh and to Khánewal were sent to Government for sanction.

Hyderabad-Shadipalli Railway (standard gauge).

9. Very few additions or alterations to the line were made during the year, the most important being the temporary junction at mile 10, where the Kotri-Rohri chord line branches off from the Gidu-Shadipalli line, and the independent approach from the Gidu locomotive shed to the Gidu Bandar station.

North Western (state) Railway—Gradient Improvement Works between Jhelum and Rawalpindi (standard gauge).

10. These works for the elimination of all grades steeper than 1 per cent. (1 in 100) between Jhelum and Rawalpindi, on the main line from Lahore to Peshawar, which have been gradually carried out during the last 8 years, have now been completed. The old alignment was laid out with ruling grades of 1 in 50, necessitating the splitting up of trains over this section, thus forming a considerable obstruction to the flow of through traffic, and impairing the efficiency of the whole line north of Lahore.

Up to the 31st March 1895, all works had been finished, except the following which were opened during the year:

5·7 miles (Domeli to Taraki) opened on the 8th October 1895.
18·0 „ (mile 980 to Rawalpindi) opened on the 15th October 1895.

The distance between Jhelum and Rawalpindi along the new line is now 76·27 miles, of which 64·27 miles have been constructed along new alignments, while 12 miles of the original line have remained unaltered.

The old and new lines compare as follows:

Description.	New line.	Old line.
Ruling grades	1 per cent. (1 in 100).	2 per cent. (1 in 50).
Total length	76·27 miles.	70·50 miles.
Length of curves	18·63 „	20·98 „
„ „ straights	57·64 „	49·52 „
Gross vertical rise	1,794 feet.	2,252 feet.
Net vertical rise	890 „	890 „

The total cost of the work will come out very nearly as follows:

	Rs.	
64·27 miles new line constructed	62,49,186	Excluding permanent-way.
Improvement of permanent-way	10,89,314	
Total as per completion schedule	73,38,500	

The removal of the permanent-way and bridges on the old lines is in progress and is nearly completed.

Mushkaf-Bolán (state) Railway (standard gauge).

11. A complete project for the Mushkaf-Bolán (state) railway as a single line on the 5′ 6″ gauge was submitted to the Government of India in September 1891, and orders were soon after received for commencing construction. Shortly after revised estimates to provide for tunnels and the masonry of bridges suitable for a double track were called for. Revised estimates were submitted in April 1893 and sanctioned by the Secretary of State in December of the same year.

The works provided for in these revised estimates may now be said to be finished. At the same time estimates were submitted for doubling the Ghat section of the line between Áb-i-Gum and Kolpur which have since been sanctioned, and this latter work is now in hand and should be finished by the end of October 1896, provided the girder work is delivered in time.

The old Bolán railway ran from Sibi to Rindli and Pir Chowki along level country; at Pir Chowki it met the Bolán river and thereafter followed the line of that river (more or less) till it reached the summit at Kolpur, after which the line ran along the plateau to Quetta.

The new Mushkaf-Bolán railway takes off from the old line at Nári Bank, and follows an entirely new alignment as far as Kolpur, from which place to Quetta the old Bolán railway is again made use of, the total length from Bolán Junction to Quetta being 87·11 miles as against 99·93 miles by the old route.

The old Bolán railway between Rindli and Kolpur has been entirely dismantled. The portion between Nári Bank and Rindli remains. The old line from Kolpur to Quetta has been improved by raising the bank, where necessary, by the insertion of about 20 new bridges, and by the excavation of numerous drainage cuts. This, it is hoped, will make it safe from being breached by the sudden and heavy storms which at times visit the Quetta plateau.

From Nári Bank to the mouth of the Mushkaf gorge (464 miles from Kiámari) the line is over flat ground with light works.

Between mile 464 and mile 466 the country is very rough and the works include six tunnels, two cuts and covers, two large bridges over the Mushkaf river, and numerous high embankments and deep cuttings.

From mile 466 to 477¾ the line is more open, the only works of importance being two tunnels and two crossings of the Mushkaf river.

At the 478th mile is the Panir tunnel, 3,218 feet long, which pierces the high range of limestone hills dividing the Mushkaf and Bolán valleys.

The Mushkaf valley is about 200 feet higher than the Bolán, and it is in consequence of this feature that the works in the first four miles of line in the Bolán valley are so heavy.

From mile 481 to Mach the works are lighter, the line being in bank, but numerous bridges were necessary owing to the great number of ravines and nullas crossed.

From Mach to Hirók the works are not on a very heavy scale, except at the Hannar nulla which is spanned by a bridge. Owing to the difficult foundations, the height of the line above the river, and the extensive training works deemed necessary, this bridge was the most costly one on the line.

Between Hirók and Kolpur occurs the heaviest portion of the line. For most of the distance the railway is confined to the Bolán gorge with high hills on either side.

The Bolán river is crossed nine times and several large feeders of the Bolán have also to be bridged, and in addition there are three tunnels, two arched cuts and covers and many deep rock cuttings and high banks.

From Kolpur to Quetta the line (built in 1886) runs along the plateau.

The railway was practically completed and sanction to its opening for public traffic was accorded in March 1896. The line, however, is not yet opened.

Mári-Attock Railway (standard gauge).

12. This railway comprises two separate sections. The first (mile 0—25) from a junction with the North Western (state) railway main line, between Campbellpur and Attock, to Basál on the Khusálgarh branch, and the second (mile 41—96) from Jand near Langar on the Khusálgarh branch, to Mári.

On the first section, the earthwork and bridgework were practically complete at the beginning of the year. Progress on the tunnels has not been so great as was expected: 2,756 lineal feet of opening out have been done during the year, and 2,467 lineal feet of masonry lining, leaving some 2,239 lineal feet of opening out still to be done, which cannot be fully completed till August 1897. The aggregate length of tunnels and cut and cover will amount to 9,114 lineal feet when complete.

On the second section, from Langar to Mári, work had been in abeyance from 1892-93, up to which time a small amount of earthwork had been thrown up. It was resumed during the current year, good progress being made generally with the earthwork, miles 41—74 and 84—96. Between miles 74—84 it is hoped to get an improved alignment across the Sohan, and a survey for this is in hand.

Little progress has been made up to the present on tunnels. The heading of Chab tunnel, 1,000 feet long, has been cleared, but no start can be made with opening out until materials can be brought to site by train, as none are available locally; the heading of No. 8 tunnel, 400 feet long, has been completed.

All the culverts on miles 41—53 are nearly complete, and the bridgework on miles 90—96 is being pushed on in order to get construction trains over this length, as soon as possible, to carry forward materials.

All the piers of the Resi bridge (2 spans of 150', 2 of 120' and 4 of 56' 6", 131 feet high) have been founded, except the central pier, which is to be sunk by the pneumatic process during the next few months, and the superstructure of land piers is well advanced. A start is about to be made on the Uchri bridge, 2 spans of 120 feet and 2 of 98 feet, at a height of 95 feet above the nulla bed.

The other major bridges yet to be built on this section are as follows:

Name of work.	Description.	Length out to out.	Height above nulla bed.	Remarks.
Sarooli bridge	4 spans, 56' 6" girder	226' 0"	27' 6"	
Ochard "	3 " 56' 6" "	169' 0"	40' 0"	
Dabakui "	3 " 86' 6" "	258' 6"	43' 0"	
Bhutiwala "	7 " 18' 0" "	128' 4"	14' 6"	
Jaba	2 " 128' 0"	...	66' 0"	
	2 " 75' 0"			
Sunni	1 " 150' 0"			
	2 " 128' 0"	...	115' 0"	
	2 " 56' 6"			
Kohad bridge	Design not yet settled	570' 0"	120' 0"	
Sohan "	Ditto	...	...	Probably 5 spans of 212'—6" at height of 100'.

Kotri-Rohri Chord line (standard gauge).

13. At the commencement of the year about two-thirds of the alignment had been fixed, and about 50 miles of earthwork commenced.

During the year, the whole alignment was finally located, being moved in places on to higher and safer ground, further from the river than was originally intended, the length on this account being also reduced by 3·66 miles. Spill bridges with pier abutments, capable of easy extension, have been provided at all channels where any discharge has taken place, but on 92 miles, no such channels were met with, and on the remaining length only 9 openings were required, partly to pass canals and partly for spill water. The alignment selected is as safe and stable as can be obtained, and can only be endangered by an extraordinary diversion of the Indus from its present course.

The length of the section from Rohri to Rahuki, the junction with the Hyderabad-Shadipalli railway, 6 miles east of Hyderabad, is now 178·84 miles, and the whole is under construction and work is well advanced.

Owing to lime being only available at Hyderabad and Rohri and to the long sandy tracks which make any wheel carriage almost impossible, it was desirable to push through the platelaying, so that materials could be easily moved. This has been done at some temporary delay to other works, and was completed just before the close of the year.

The earthwork has been completed, except at the bridges, and the rails are laid on the embankment throughout, except where bridges require diversions. All the bricks are ready and about half the masonry in bridges and culverts is built, and most of the remaining bridges and culverts will probably be sufficiently advanced to prevent any delay to irrigation, when the Indus rises towards the end of May.

Several of the stations are also well advanced, and it is expected that the whole length from Rohri to Rahuki will be ready for opening about October 1896.

In January, a length of about 40 miles out of Rahuki was opened for local goods traffic only, and in the 2¼rd months following, upwards of 1,200 wagons were booked to and from that section.

The project for the Kotri bridge over the Indus, which was under preparation at the close of last year, was completed and submitted for orders of Government in April. Several designs for the proposed length of about 1,800 feet were investigated and a bridge of 5 spans of 350 feet was finally decided upon. The estimated cost of the bridge and approaches (a length of 5·30 miles) is placed at Rs. 23,71,688. Sanction for the construction of the bridge was given by the Secretary of State in August, and a commencement has been made on the Gidu approach, the interval having been utilized in the preparation of materials.

Southern Punjab Railway (standard gauge).

14. The contract between the Secretary of State for India and the Company was signed on the 13th August 1895, and by October all the engineers had reached India and taken the field. The distance from Delhi to Samásata is 400 miles, and of this length, 173 miles from Samásata to near Abohar had been previously finally located by the Government engineers and land plans made out. On this length, therefore, the land which for 155 miles lay in the Baháwalpur State, was acquired at once, and earthwork started in December 1895.

Practically the whole of the rest of the line had to be re-aligned, and this was completed by the end of the year, the plans, sections and land plans being completed by February 1896.

The country traversed is flat, passing for the 230 miles from Delhi through irrigated country, and, for the 170 miles at its southern end, along the edge of the desert near the land irrigated by inundation canals from the Sutlej. The cuttings are few, but there are long stretches of bank, low for the most part, but of greater height in places where headway is required for the canal bridges,

Wherever the land has been acquired, good progress generally has been made with the earthwork, and it will probably be completed throughout before the rains. At the Samásata end, the banks were sufficiently advanced to enable platelaying to be started in March.

Brick burning operations have been in progress since December and a large number of bricks will be available by June. Near Samásata a few bridges have been started. For natural waterways few minor bridges are required throughout the line, but there are a large number of openings of from 18 inches to 20 feet for irrigation channels and canals, by which the country is intersected.

The Ghaggar is the only river crossed by the line, and for this 20 spans of 40 feet girders are proposed, the openings being at four different places in 1¼ miles; at the main channel, four of the piers will be on well foundations; elsewhere the foundations will be open. Materials for this bridge were collected. There is a 75 feet girder bridge over the Western Jumna Canal, one mile out of Delhi, and there are, besides, one 60 feet and four 40 feet girder bridges over canals. The girders have all been ordered from England, and some have already arrived.

The station sites have all been carefully fixed in consultation with all concerned and now await the formal approval of the Punjab Government. In anticipation of this, the necessary land has been taken up at the proposed sites.

The line will be ballasted near Delhi with broken stone, and beyond that with broken block kunkur, where obtainable, and with broken bricks from extensive ruins at Rohtak, Bhátinda and a few other places. It is yet uncertain as to what extent ballast can be obtained from these sources, but it will have to be largely supplemented with specially burnt brick ballast, and, in places, arrangements are in progress for its supply, though difficulties may be expected owing to deficiency of water and fuel.

The rails, 75lb. flatfooted, with fastenings, have all been contracted for in England, and are coming out regularly to Samásata, Bhátinda and Delhi, from which depôts platelaying will subsequently be started. Creosoted pine sleepers, to the extent of 470,000 in number, have been arranged for in England and are arriving in India, while four lakhs of deodar sleepers have been contracted for and are under delivery in India. Platelaying from Samásata was started at the end of March.

Rajpura-Bhálinda Railway (standard gauge).

15. Arrangements were made to admit the Southern Punjab railway lines into the Bhátinda station yard.

Oudh and Rohilkhand (state) Railway (standard gauge).

16. During the year 36 miles of main line have been renewed with 75 lb. steel rails, 14 miles of the lighter section 60 lb. rails recovered being used to replace iron rails.

The total length of the standard gauge line now laid with 75 lb. steel rails is 510·06 miles, including the Lucknow-Rae Bareli section and Bareilly-Rampur-Moradabad chord line. The length laid with 60 lb. steel rails is 153·38 miles and the remaining 133·74 miles, consists of 73 lb. and 60 lb. iron rails.

A large number of broken cast iron pot sleepers, about 90,000 in all, were also renewed and about 86 miles of the line fully ballasted with stone and kunkur.

The re-sleepering of the Cawnpore branch with new deodar sleepers was completed throughout.

In connection with strengthening of weak bridges, 170 spans of 15 feet, 61 spans of 20 feet and 86 spans of 30 feet girders were entirely renewed, and 41 spans of 15 feet and 64 spans of 30 feet duplicated with girders recovered from other bridges.

Najibabad-Kotdwára branch.

Sanction to the construction of a branch from Najibabad to Kotdwára, 15·17 miles long, which will serve the military station of Lansdowne, was accorded in October 1895.

During the year the alignment has been finally located, about 66 per cent. of the earthwork has been completed and a commencement made on the construction of the bridges, a large amount of the material required having been

collected. The rails have been laid for the first 5½ miles on the new bank, and about 300,000 cubic feet of ballast have been collected. The construction of this branch will effect a great saving in the ballasting of the Oudh and Rohilkhand (state) railway main line now in progress, and in the future maintenance in this respect. It is expected to be ready for opening about July 1896 and will be finally completed in October 1896.

Rae Bareli-Bellares Railway (standard gauge).

17. During the three months in which the work has been in progress, about 75 per cent. of the earthwork has been completed, good progress has been made in the collection of ballast; brick manufacture has proceeded satisfactorily and the bridges and buildings are about to be commenced. Well curbs for pier foundations have been practically all completed, and well sinking will commence immediately.

Cawnpore-Burhwál (Rámnagar) link (metre gauge).

18. The construction of this line, which is 83·06 miles long, including 3·66 miles of the Rohilkund and Kumaon railway between Daliganj and Aishbagh which forms part of the alignment, was commenced in November 1894.

From Burhwál to Cawnpore the earthwork, bridges, ballasting, platelaying and road crossings have all been completed, and also all passenger waiting sheds on island platforms (except Cawnpore), the station building and staff quarters at Badshahnagar, all clerks' and menials' quarters at roadside stations and certain quarters for the staff at Cawnpore.

The European and Native staff quarters at Aishbagh, new station buildings at the Cawnpore Bridge and Cawnpore [Oudh and Rohilkhand (state) railway] stations are far advanced, and will be finished about the end of April, and permanent-way gangmen's huts are in hand.

Sidings have been laid and temporary signals put up at all stations, except at Cawnpore [Oudh and Rohilkhand (state) railway] station-yard, where special signals and interlocking arrangements are under consideration. Fencing material has been received, and erection is in hand.

The earthwork and small bridges and culverts on the link between Cawnpore [Oudh and Rohilkhand (state) railway] station and the Rajputana-Malwa railway have been finished, and the bridge over the Ganges canal is ready to receive the girders which are expected shortly.

The entire length from Burhwál to Cawnpore [Oudh and Rohilkhand (state) railway] station was practically completed for opening for goods traffic by the end of March 1896.

Eastern Bengal (state) Railway system (standard, metre and special gauges).

19. The ordinary capital and revenue works detailed in the last report have all been completed during the year, with the exception of protection works at Kooshtea, ballasting the bowl-sleeper road between Belgáchhi and Rajbári, strengthening the 12 metre girders, re-placing bridge No. 10 on the Kaunia-Dharila section, and grouping points in the station yards at Náráyanganj, Dacca and Mymensingh.

The following additional works were also completed: New stations were provided at Halishahar on the eastern section, and Salmari on the Behar section, also four crossing stations on the north and south of Bogoola and Chooadangah on the eastern section; goods sheds were erected at Chitpore, Lalgola, Náráyanganj, Kálir Bazar and Debiganj; the materials obtained from dismantling eight bays at Purneah being transferred to the last named station. The open goods shed at Rungpore was lengthened, and an addition was made to the goods sheds and tea sheds at Siliguri, where carriage shed sidings were also provided; starting signals at seven stations on the Calcutta district, a 20 feet ashpit at Narculdanga, a jetty at Genokhali, an overbridge at Magra Hat, and a waiting room for passengers at Gáfargáon, were provided; a loop siding was laid at Beliagháta for the Union jute company, and the line from

Bracebridge Junction to the outer yard of Messrs. Mackinnon, Mackenzie's premises at Bracebridge Hall was improved, in order that the East Indian railway heavy engines might use it; at Kánchrapára, in the south-west corner of the workshop yard, seven additional bays were roofed; the floor area of the iron foundry was enlarged; a pit for examining the vacuum brake was provided and an additional siding was laid for local trains; additions were made to the carriage shop and the locomotive yard for the new engine shed, and an additional siding was provided at Saidpur; a new passenger siding was laid at Sara; additions and alterations were also made to improve the station yards at Calcutta, Chitpore, Belgáchhi, Rajbári, Jádabpur, Dalkolha, and Katihár; eighteen vehicles (standard gauge), 1 vehicle (metre gauge), and 28 vehicles (2′ 6″ gauge) (Kaunia-Dharlla section) were constructed and turned out during the year under review.

The following works were in progress at the end of the year: Doubling the line from Ránaghat to Poráduha; strengthening bridges from Kidderpore to Dámukdia; putting in 20,000 Denham Olpherts' sleepers; re-laying 8½ miles with 80 feet steel rails; watering arrangements at Naihátí; deepening tanks at Bogoola and Chooadangah; passengers' waiting shed at Rajbari; Chur siding at Dámukdia; re-placing fencing posts between Saidpur and Siliguri; refreshment and waiting rooms for passengers at Párbatipur; quarters for refreshment room manager at Párbatipur; indicators at facing points at certain stations on the Behar and the Dacca sections; experimental stations at Goria and Simraha on the Behar section; enclosing four bays of the present goods shed at Kissengunge; traffic staff-quarters and flooring goods shed at Dinagepore; engine turntable, and double storey to the existing staff-quarters at Purneah; sidings for Messrs. Ralli Brothers at Kasba; the construction of 12 vehicles (standard gauge) and 2 vehicles (metre gauge); and repairs to steamer *Osprey* in the Kidderpore dockyard.

Bengal Central Railway (standard gauge).

20. The ballasting of the Ránaghat branch and the worst places of the main line continues.

East Coast (state) Railway (standard gauge).

21. On the section Bezwada to Vizianagram, the repairs to major and minor bridges which were damaged by the floods of 1894 have been completed. On the section between Bezwada and Gódávari, the repair of damages caused by the floods of September 1895 and the construction of extra bridges were pushed on during the year, and will probably be completed by the end of September 1896. The new Anakápalle station was completed and ready for opening. The Vizagapatam goods terminus, the reclamation of the foreshore and station improvements are in progress. On the open line, beyond Vizianagram, additional sidings, the construction of the engine shed and turn-table, with the usual locomotive lines at Palasa, with goods shed and traffic lines, are approaching completion. Good progress was made with the construction of curtain walls and flooring to all bridges up to 40 feet spans. The substitution of timber for steel sleepers in all wet cuttings was undertaken during the year and nearly completed.

Bezwada-Madras Railway (Ennúr Bezwada section) (standard gauge).

22. The construction of this line was commenced in July 1895.

Nearly all the necessary land has been acquired, and about 80 miles of earthwork have been finished. Work has been started on some of the larger bridges, and the preparation and collection of materials for bridgework is in progress throughout the line.

Great Indian Peninsula Railway system (standard gauge).

23. All the work in connection with the new stations at Chinchpokli and Currey Road and with the new station and staff quarters at Kurla, which had

remained unfinished at the close of last year, was completed. The substitution of 82 lb. rails in place of the old 68 and 69 lb. rails was steadily continued, and renewal of the permanent-way of the Khámgaon railway with the 69 lb. rails released from the main line was finished, and 4 miles of new teak sleepers were laid in the road of the Wardha Coal railway. The work of providing a uniform system of out-door signals was practically completed throughout the main line, and the twenty-five miles of fencing remaining to be erected on the Dhond-Manmád railway, were also almost completed. The renewal and strengthening of the girders that had been found defective in strength was continued.

By the end of the year the work of strengthening to standard all the 31 feet girders (431 spans), and of renewing the weak 60 feet Warren girders (36 spans), was brought to a conclusion; of the 16 spans of the Waghur and Mannair type, 62 feet girders, 12 had been strengthened and erected and work was in progress on the remaining 4 spans.

Work on the 5 spans of 100 feet (Chini creek type girders) was also nearly completed, and the single span of this type at the Sangli bridge was renewed.

The Thána creek bridge (one span of 84 feet) was also practically ready for use by the end of the year.

The Seena bridge of 12 spans of 40 feet arches, at mile 268·18, south-east line, which was washed away in September last, is being rebuilt as a girder bridge of 2 spans of 83 feet and 4 spans of 84½ feet, and the Bori bridge of 20 spans of 30 feet girders, at mile 318, south-east line, which was wrecked in the same way, is being reconstructed by using 5 lengths of 9′ 0″ piles in accordance with plans designed by the Chief Engineer. The Benisherur bridge, at mile 330·4, south-east line, which was also partially damaged is being repaired. Work on these three bridges is being vigorously pushed forward and it is expected that all three will be ready for opening before next rains. Heavy protective works were constructed during the year in connection with the Mussuk bridge, at mile 327, north-east line, which had been reconstructed last year.

Bombay, Baroda and Central India Railway (standard gauge).

24. The new terminal station at Colába and the rearrangement of the yard has been almost completed, and is expected to be opened for traffic by the end of March 1896. At the Carnac bridge goods yard the present grain sheds have been extended, the goods platforms have been covered in and an additional grain shed is being erected; these additions were found necessary to unload grain under cover during the rains, and prevent it from being damaged. The construction of the building for the new administrative offices opposite Church Gate station is proceeding fast; the ground and first floors were nearly completed and one floor and dome remain to be done. At the request of Government, three foot overbridges were taken in hand, one at the south of the Marine Lines station, another a little to the north of the Hindu cremation ground and the third south of the Charni Road station. The last one was erected and opened for public traffic on the 29th February 1896, and the other two are in hand. At Grant Road, the former arrangement of going from one platform to the other by the French overbridge has been discontinued. A foot overbridge has been erected on the platform, and some other alterations made in the down side station building. Two sidings of the Dadar Junction have been extended southwards towards Parel on the land obtained on loan from the Great Indian Peninsula Railway Company which will do away with shunting on the main line. A new station has been put up a little to the south of the old station at Udvada. The work was completed and the station opened for traffic on the 1st January 1896. The reconstruction of the Dhádhar bridge near Itola was completed, and the bridge opened for traffic on the 15th May 1895. Certain alterations and additions in sidings, sheds and staff quarters which were required at Godhra on account of the junction of the Godhra-Rutlam-Nagda railway being fixed there, have been finished, and a few are in hand. A sixth pair of pots per rail is now being inserted on the Ánand-Godhra branch which was originally laid on five pairs of pot sleepers to a 20 feet rail, as the bearing was

found unequal to the heavy traffic coming from the Rutlam side. The above branch was fenced in with cactus, which is being gradually replaced by wire fencing. The renewals of the 60' Warren girders with steel plate girders has been commenced at more than one point; some of the bridges are completed, and those between Amroli and Baroda are now in hand, to allow of the heavy engines lately received running over that length. The doubling of the line between Itola and Baroda, which was under construction last year, was completed and opened for traffic on the 7th June 1895. Earthwork and ballasting is in progress on the doubling of the line between Virár and Dahanu, and earthwork has also been started on the doubling of the line between Amroli and Itola, which was lately sanctioned.

Godhra-Rutlam-Nagda, including the Nagda-Ujjain Railway (standard gauge).

25. The work of providing a Railway institute, additional quarters for European and Parsi firemen and turners and additional menials' quarters, at Rutlam, is in hand. Work on the Rutlam-Ujjain extension has been prosecuted vigorously, and the section from Rutlam to Nagda is to be opened in May 1896, while the remaining length will be ready for opening about a couple of months later.

Rajputana-Malwa Railway system (metre gauge).

26. The following were the principal works completed during the year: Four two-roomed staff quarters at Phulera; bogie weigh-bridges at Bándikui, Ajmere and Sábarmati; a reading room for native employés at Bándikui; additions and alterations and water-supply to the Carriage and Wagon shops at Ajmere; concentration of points levers at Ajmere station; goods shed at Jaitu station; quarters for the permanent-way inspector four two-roomed drivers' quarters and additional menials' quarters for the locomotive department at Sirsa; ginning factory siding at Hissar; water-supply arrangements at Bhiwáni; quarters for carriage examiner at Kásganj; fencing certain portions of Cawnpore-Achnera railway; realignment of the railway between Fatehabad and Indore; watering arrangements, at mile 401½, near Falna station; additional quarters for clerks and menials of the locomotive department at Sojat Road; demarcation of land permanently taken up in the Abu division; additional waterway to the Girder bridge at mile 532-18; drainage at Abu Road station; goods shed at Deesa; two new goods offices at Sábarmati; additional waterways and raising embankments on the Mehsána-Viramgám line and relaying 50 miles of line with 50 lb. steel rails.

The following works were in progress: Additional storing and office accommodation at the stores depôt, Ajmere; third class passenger waiting-shed at Ajmere station; fencing the line, 32·75 miles; additions and alterations at Bhiwáni station; additional reservoirs at Ráman and Bhátinda stations; additions and alterations to siding accommodation at Bara Gudah, Kalánwáli, Ráman and Bhattu stations; a new school house and quarters for a school mistress at Sirsa; gangmen's huts between Cawnpore and Kásganj; extending the local goods shed accommodation at Cawnpore; provision of watering arrangements at Muttra; reconstructing bridge at mile 114 near Rudáin station; additional works at Ujjain Junction; transhipping siding and platform and a siding for holding 10 coaching vehicles at Mhow; clerks' quarters for the traffic department; 62 menials' quarters for the locomotive department and four additional two-roomed drivers' quarters at Abu Road; quarters for permanent-way inspector at Sojat Road; reballasting Sojat section; additions and alterations to the Pálanpur-Deesa railway; and extending goods platform, and providing a transhipping platform and siding at Mehsána.

Ahmedabad-Parantij Railway (metre gauge).

27. Work was commenced in January 1896. A considerable quantity of earthwork has been thrown up and work is being pushed on vigorously. The line is expected to be opened in March 1897.

The Gaekwar's Dabhoi Railway (2′ 6″ gauge).

28. The construction of the extension of the Dabhoi-Vishvámitri section of His Highness the Gaekwar's 2′ 6″ gauge system to Pádra, 7·25 miles, has been sanctioned and work is in progress.

Rajpipla Railway (3′ 6″ gauge).

29. At the request of the Rajpipla State, a railway line on a 2′ 6″ gauge is being constructed from Ankleswar to Párdi, 19·73 miles, *en route* to Nándod, the capital of the State. Earthwork was making good progress, and bridge work was in hand.

Madras Railway (standard gauge).

30. The alterations and additions to Bowringpet station and sidings, consequent on the junction with the Kolar Gold-fields railway, are approaching completion. Those at Bangalore city station (junction with the Southern Mahratta railway) were completed so far as they have been sanctioned. A final revised estimate, amounting to Rs. 4,30,430, for various works still required at this station, has been submitted for sanction.

The following additional works were completed: The extension of the third-class waiting room and other alterations at Jalárpet; sidings at Nandalúr, which is being converted into an engine-changing station; new engineering workshops at Arkónam to replace those that were abandoned at Ráyapuram; and the interlocking arrangements at Mámandúrá station.

The following works were also in progress: The engine-shed and staff-quarters at Nandalúr station; the interlocking arrangements at Puttúr and Nagari stations; and the provision of weighted arms to all distant signals, in order that they may fly to danger in the event of any connection breaking.

The alterations in the sidings at Mettupálaiyam are still in abeyance, in consequence of the Nílgiri Railway Company not being ready to open.

Girder strengthening.—The following table shows the present state of this work:

Span feet.	Number of spans on the railway.	Already strengthened. Up to Board of Trade requirements.	Already strengthened. Up to Government of India requirements.	Requires strengthening. By Board of Trade rules.	Requires strengthening. By Government of India rules.	Remarks.
1	2	3	4	5	6	7
6	297	...	297	...	...	42 nearly strong enough.
9	232	...	...	...	212	
12	268	...	...	...	208	
15	37	...	...	...	37	
18	10	...	...	...	10	
20	181	91	4	...	177	
22	38	30	2	...	36	
23½	4	1	3	...	1	
24	4	...	4	...	...	
30	145	26	...	...	139	
34	6	...	...	...	6	
39	2	...	...	...	2	
43½	17	...	...	...	17	
50	17	...	3	14	14	
64	243	118	...	96	243	Of these 243, 40 are nearly strong enough, but 147 are weak.
121	9	...	...	...	...	
131	47	...	...	...	...	

The strengthening in columns 5 was carried out from 1890 to 1892, and that in columns 6 has been done in 1894 and 1895.

Of the above, the following were strengthened during the last half-year:

2 spans of 50 by building intermediate piers.
4 „ of 24 }
2 „ of 23 } by additional plates.
2 „ of 20 }
125 „ of 6 by duplicating.

The policy up to the present has been to strengthen only those girders which were weak according to the standard of the English Board of Trade requirements, and these have since 1894 been strengthened up to the full requirements of the Government of India. Proposals for strengthening the remaining girders are being considered.

The Nizam's Guaranteed State Railway (standard gauge).

31. One hundred new "16 ton" iron wagons were constructed during the year.

With the exception of a few minor additional works since found necessary, the works in connection with the new locomotive shops at Lalaguda have been completed; as also the covering of the Hyderabad station platform and the construction of a zenana platform for His Highness the Nizam.

The renewal of the old 62' Warren girders of the Jyalla bridge with 30' plate girders is in progress.

Bina-Goona Railway (Goona-Bara extension) (standard gauge).

32. Surveys were carried out during the year for the extension of the Bina-Goona railway to Bara and Kotah; but plans and estimates have not yet been submitted. Sanction, however, was accorded by the Government of India to the commencement of earthwork on the section from Goona to the Parbati river with funds supplied by the Gwalior Durbar, in order to afford relief during the present period of scarcity to the distressed districts, through which it passes. The complete scheme will be submitted and considered later.

Bengal and North-Western Railway system (metre gauge).

33. The new line from Jarwal Road to new Gogra Ghât temporary station was completed and opened for traffic, both passenger and goods, on the 4th January 1896 and the old line closed, the temporary pile bridges across the Gogra and Charka rivers near Bahramghat having been previously opened for goods traffic only.

Company's section.

The line from the west bank of the Gogra river to Rámnagar (Burhwál station) [Oudh and Rohilkhand (state) railway] was practically completed, and was inspected by the Government Consulting Engineer on the 20th January 1896, but sanction to open it for traffic has not yet been given.

On the Gonda-Bulrampur branch work was commenced in April. The earthwork has been thrown up, ballast collected for about 24 miles and materials have been collected and arrangements made to start all bridgework. The first 10 miles of rails from Gonda were laid by the end of March.

On the Nánpára-Katarnian Ghât extension although the land had not been formally made over to the railway, the earthwork on the first 18 miles was well advanced, and the clearing of the forest from the railway land was practically completed throughout the whole length.

Good progress was also made in brick manufacture for the Bábai bridge and in the cutting and manufacture of sleepers.

On the Bhatni-Turtipur branch although the land had not been made over, permission was granted to begin earthwork at certain places, and a start had been made. The manufacture of bricks and collection of kunkur had also made good progress.

On the Gogra bridge which is to be of 17 spans of 200 ft., the wells of 6 piers are in progress, and it is hoped they will be sunk to the full depth below the bed of the river before the rains set in. Nearly all the bricks required for the work have been manufactured. Land for the block kunkur

quarries has been acquired and a line of rails laid down and large quantities of block kunkur have been dug out.

The west approach to the bridge has been completed and also the embankment for the west protective works.

Most of the machinery and plant for the construction of the works are at site and in use.

The permanent-way on the first 98 miles of line from Sonepore was lifted and relaid with 50 lb. per yard steel rails 40 ft. long, and these long rails are reported to make an excellent road.

The 41½ lb. rails which have been lifted will be used in the new branches under construction.

Tirhoot section.

On the Tirhoot section, the following works were carried out during the year: The formation level near Kamtoúl on the Sitamarhi branch was raised for a length of about 5 miles where it had been topped by the floods of 1893 the maximum lift being 4 feet; bridge No. 81 of 3 spans of 40 ft. was reconstructed. It is now strongly protected with stone boulders and stood the floods of 1895 well. Some progress was also made on a new bridge of 10 spans of 20 ft. at mile 14·75; the Bágmati, Koraí, and Jewas bridges were further protected with stone boulders; sixteen gate lodges were built on the Sitamarhi branch; pucca flooring for goods sheds on the eastern and the Sitamarhi branches was provided; a shed 70 feet × 21 feet for local goods at Mokameh Ghât was erected; stand pipes to supply drinking water to passengers were provided at five more stations on passenger platforms; a new goods platform wall was provided at Mozufferpore and two new sidings for coal.

The Ganges ferry at Mokameh gave some trouble during the dry weather and extensions with temporary river-side stations were constructed to Hattudih south of the Ganges, 2½ miles, and to Nipania Ghât on the north bank, 3½ miles in length.

Rohilkund and Kumaon Railway system (metre gauge).

34. Shahamatganj Junction station, mile 4½, Lucknow-Bareilly section, and Dharupur station, mile 135, Lucknow-Bareilly section, were completed and opened for both goods and coaching traffic during the year, and the following works were in progress: New stations at Aishbagh and Daliganj; 2 spans 20′ girder bridge, mile 120, Lucknow-Bareilly section; additional 12′ span to bridge No. 230, mile 143; 2 spans, 6 arches, mile 150; and 3 additional 6′ arches to bridge No. 244, mile 157¼.

Estimates have been sanctioned for restoring a 20′ girder bridge at mile 4, Lucknow-Bareilly section, destroyed during the monsoon of 1894, and for replacing the sál beam girders of the Sohela bridge, Dudhwa branch, with steel girders.

Southern Mahratta Railway system (metre gauge).

35. Arrangements have been made for altering the spectacles of all distant signals, so as to show red and green alternately, instead of red and white as at present, and work will be started on receipt of the modified description of spectacles, for which an indent has been sent home.

The following additional works were also completed: Provision of standcocks on platforms at all watering stations, to supply drinking water to passengers; goods shed and siding accommodation on the main line at Alnávar, and reconstruction of the bridges at miles 292·5 and 293·1 with additional water-way; re-placement on the Poona branch of all the "Karri" wood sleepers on the Álandi and Salpa Ghâts; renewals of a number of teak half-round and square sleepers on the section north of Belgaum; additional water-ways and protective works near Jejuri (miles 243 to 264), and additional waiting accommodation for 1st and 2nd class passengers at Wathar to cope with the Mahableshwar season traffic; renewal on the Harihar-Nanjangúd section of about 20,000 unserviceable teak and creosoted pine sleepers; the joint station building at Bangalore city by the Madras railway; the building of a number of additional quarters for the staff at Bangalore and Harihar stations.

The following additional works were in progress: Abnormal renewals of sleepers on the main line, notably on the section, west of Dhárwár; the doubling of the engine shed at Donakonda, as well as the erection of a number of additional staff quarters at Donakonda and Guntakal junction; extension and remodelling the Southern Mahratta railway portion of the yard at Bangalore.

Assistant station master's quarters at each station, as well as other staff quarters, are now being built on the Guntakal-Hindupur section.

The permanent buildings and junction arrangements at Yesvantpur are nearly completed.

South Indian Railway system (metre gauge).

36. During the official year, 24 miles of 40 lb. permanent-way were relaid with 50 lb. bull-headed steel rails, making the total length so relaid 465·48 miles.

The following additional works were completed:

The strengthening of weak girders of 30 feet, 20 feet, 15 feet and 12 feet spans; signallers' cabin and protecting signals at the quarry sidings at Mount Capper, Kolattúr South, and Rettamalai; construction of catch sidings taking off the loop at Ayyalúr and Ammayanákanúr stations, the original safety sidings having been abandoned; the enlargement of the Máyavaram Junction station to provide for the Máyavaram-Mutupet railway traffic; the laying of a siding to Messrs. Sabapathy Mudaliar and Company's cotton press at Tirumangalam station, and into Messrs. Ralli Brothers' premises at Virudupati and Sátúr stations.

The following works were also in progress:

The provision of overhead bracings for the Whipple Murphy girders of the Tondyar, Pooniar, Gardilam, old Coleroon and Madugu bridges; lowering the line and pitching the bank between 251·36 and 252·69 miles, near Trichinopoly; the strengthening of certain 10 and 12 feet spans and the renewal of the seven 30 feet spans of the Devanadi bridge at 266·5, Negapatam branch, for which a supplemental estimate was sanctioned during the year; the interlocking of points and signals on the Pondicherry branch, at the Villupuram junction station; the construction of a siding for the Spinning Mill Company at Koilpati station; and additional offices and staff quarters at Pákala Junction station.

Assam-Bengal Railway (metre gauge).

37. For purposes of construction, the whole line is divided into three sections as under:

Section I.—Main line—Chittagong to Badarpur, with branches from Chittagong station to the Port, Láksám to Chandpur and Badarpur to Silchar—304·20 miles—(divisions 1—7). A length of 157·02 miles has already been opened for public traffic and 2 miles for goods traffic. In some places, sand ballast had to be used as a temporary measure, but brick or stone ballast will be substituted as soon as the banks are consolidated and earth properly settled. Permanent station buildings and staff quarters have been started at some of the stations, and fencing round station yards is about to be taken in hand. The portion of the section beyond Akhaura has not progressed quite as fast as was anticipated, it having been expected to be ready for opening through to Badarpur about the end of the year under review.

All land has been acquired, and earthwork and bridges are practically completed. Platelaying had reached mile 218·15 from Chittagong northwards, and from Badarpur southwards rail head had reached mile 236, thus leaving a gap of 18 miles which will be completed during the current working season.

Section II.—Main line—Badarpur to Lumding—112 miles—(divisions 8—11). In this, the hill section, there has been the usual difficulty in procuring labour, but during January last the number of labourers increased and work showed better progress. Heavy rain has, however, interfered with the work, great damage having been done to all the brickfields besides delaying work generally and making the working season an unusually short one, even for Cachar. Acquisition of land has been completed. Improved arrangements for water and food supply to the work people have been taken in hand, and a

service road has been constructed, but the transport of food supplies is still a difficult matter and is receiving attention. As soon as all the arrangements in contemplation for facilitating carriage of supplies are carried out, it is hoped that the work will be rapidly pushed on. At present realignments are still being surveyed in the first three divisions. On division 8, the earthwork is nearly completed and good progress has been made on division 11.

The progress on tunnels has not on the whole been satisfactory. Two tunnels, Nos. 8 and 9, in the 9th division, have been cut out by realignment and open cuttings are to be substituted. All major bridges between Badarpur and tunnel No. 1, in the 8th division, are either completed or well in hand and with a little dry weather should be completed in this working season. The Barak bridge pier No. 2, which collapsed during the last rains, has been rebuilt, and the foundation is now 42 feet below bed of river, at which depth it should be safe from flood. Pier No. 1 is now built up 54 feet and sunk about 28 feet below river bed. As at present designed, this bridge consists of one span of 276, one of 250, one of 224 and two of 60 feet, besides two arches of 16 feet each.

In the plains portion, five major bridges and several culverts and pipes have been put in hand. A quantity of material has been got in readiness in the hills, but it will not be possible to do much until the hill tramway now in course of being laid is completed, as at present the distribution of material is very expensive. Rail head has reached tunnel No. 1, division 8, and sidings have been laid in there and at Badarpur brickfields, but trains have not been able to run with regularity since the rains began, the new banks being very soft and sodden. Brick manufacture is progressing fairly.

Section III.—Main line—Lumding to Makum with branch from Gauhâti to Lumding—326 miles—(divisions 12—17). Land acquisition is completed in divisions 12, 13 and 14 and nearly so in division 16. Earthwork and major and minor bridges are being pushed on, and are nearly completed on the first two divisions. Rail head reached mile 41·3 in the 12th division, on the 31st March 1896, but platelaying progress has been slow, owing to the difficulty of obtaining labour, and also to the construction of the temporary bridge over the Kopili having taken longer than was anticipated. The branch is, however, expected to be opened for traffic as far as Lanka on the 1st October 1896. Sidings, stations and offices, in division 12, are well in hand and will shortly be finished. In division 13, there has been slight progress under these heads.

Beyond Lumding, the survey is completed; earthwork, etc., has just been started, except in the 16th and 17th divisions, north of Dimapur, where about 25 per cent. of the earthwork has been done. Owing to scarcity of water, labour, has been scanty and the progress has been slow.

Burma (state). Railway (metre gauge).

38. The following are the principal works carried out during the year: Eleven miles of line on the Sittang section relaid with 50 lb. steel rails; a new ballast quarry opened at Wanetchaung and a line laid to it; twenty miles of 5 strand iron wire fencing substituted for a corresponding length of decayed wooden fencing on the Irrawaddy section; protective works at the Pyuntaza, Byu and Sinthe bridges; flooring of most of the smaller bridges between Sagaing and Nankan; overbridge at Stockade Road; new saw mill at Insein; additional staff quarters at various stations; and crane sidings for timber at certain stations needing them.

The following works were in progress and are approaching completion:

Raising of the line between miles 60 and 64; and an artesian well at Rangoon.

Beyond Mohnyin, the line has been laid up to Mogaung partly on the bank and partly on the cess, but the bridging of the Nankan and the Namyin has been delayed, it having been found necessary to raise several miles of bank. This section, therefore, cannot be completed before the rains.

The following important works which are being carried out by the locomotive and carriage department at the Insein workshops are in progress: Erecting engine, boiler, shafting and machinery in the new saw mill; fitting 40

engines with extended smoke boxes and spark arrestors. The following were completed: Erecting a spring plate forging machine; fitting 36 coaches with compound buffers, platforms, hand rails and canopies, and 50 iron covered goods wagons with an extra pair of wheels.

Mogaung-Myitkyina extension, Burma (state) Railway (metre gauge).

39. The survey of the Mogaung-Myitkyina extension (37 miles) was completed in June 1895. The plans and estimates for the project, the estimated cost of which is Rs. 25,31,069, were submitted in September 1895, and its construction was subsequently sanctioned by the Secretary of State as an integral portion of the Burma (state) railway.

Work was commenced in January 1896, and fair progress has been made on the southern end. Owing to the difficulty in procuring labour, much of which has been attracted to the Mandalay-Kunlon line, progress on the northern section has so far been but small.

Mandalay-Kunlon Railway (metre gauge).

40. The construction of this line was sanctioned on the 16th October 1895, but no very important works were put in hand during the season.

The staff were chiefly employed on finding and resetting out the alignment, pushing on earthwork, and in building quarters and offices, which it was very necessary should be completed before the rains.

Some 45 miles of earthwork was ready by the end of March, and a start made on bridging the first section near Myohaung. The completion of all staff quarters before the rains has been secured, and a small quantity of bridge material collected.

Rails have been laid for a distance of 7 miles from the junction, and platelaying will be continued to mile 13 at the foot of the Maymyo Ghât.

The Maymyo Ghât has been carefully and thoroughly surveyed, with the result that an alignment with 4 per cent. grades (1 in 25) fully compensated has been found and substituted for the 8 per cent. rack line proposed on the preliminary survey.

Bengal Dooars Railway (metre gauge).

41. The original construction works, some of which were still unfinished at the beginning of the year, have since been completed throughout.

Dibru-Sadiya Railway (metre gauge).

42. During the year, one and a half miles of line have been renewed with 50 lb. rails in place of 41½ lb. rails, and the substitution of permanent bridges with iron girders in place of the temporary wooden structures was completed.

New sidings were laid at the workshops and at Tinsukia, and the construction of a permanent engine shed at the workshops was commenced.

Nilgiri Railway (metre gauge).

43. There has been no change in the position, and affairs have been administered by the Official Liquidator. The small allowance of Rs. 20,000 per mensem which has been allotted by him has been devoted almost entirely to maintenance and establishment, very little in the way of construction having been done.

A new company has been formed in London, and it is expected that work will be resumed shortly.

Jodhpore-Bickaneer Railway (metre gauge).

44. The Jodhpore-Bickaneer railway joins the Rajputana-Malwa railway at a point about ¾ of a mile from Kuchâman Road station, and the Jodhpore-Bickaneer railway trains have hitherto run over this ¾ of a mile of the

Rajputana-Malwa railway line into Kuchámán Road station, rent being paid to the Rajputana-Malwa railway for the use of the line. The Jodhpore-Bickaneer railway is now constructing its own approach to Kuchámán Road station. The earthwork is finished and the culverts are being built.

Jodhpore-Bickaneer Railway extension (metre gauge).

45. The commencement of earthwork on the section from Bickaneer to Khari in the Bickaneer State was sanctioned in December 1895 to afford some relief to the district during the present period of scarcity.

Bhávnagar-Gondal-Junágarh-Porbandar Railway system (metre gauge).

46. The following works have been completed during the year: Laying sidings to ginning factories at Botád, Sháhpur and Junágarh; extending siding accommodation at Ghadechi, Wadhwán Junction, Láthi, Kunkávav and Jetalsar Junction; shifting present goods platform, with its siding, to the opposite side and building a low level platform at Limbdi; new hydraulic wheel press at Ghadechi; extension of station house at Rajkotpará; goods shed at Rájkot Junction; and a few minor capital and revenue works.

The following works were in progress at the close of the year: Opening out waterways at the Ráidhra bridge; Ujet bridge restoration works; demarcation of the land occupied by the railway; making roads and paths and a new trial well at Jetalsar Junction; collection of ballast on the Jetalsar-Rájkot railway; goods depôt and sidings at Rajkotpará; and a road over bridge at mile 20 near Gondal.

Rájkot-Jámnagar Railway (metre gauge).

47. Work on this line was commenced in January 1896, and a good start has been made in throwing up earthwork and the construction of bridges both large and small. The line will, it is expected, be ready for opening by June 1897.

Shadipalli-Balotra Railway (metre gauge).

48. The commencement of earthwork on the portion within the Jodhpore State was sanctioned in order to afford some relief during the present period of scarcity.

Karikal-Peralam Railway (metre gauge).

49. The construction of a line from Peralam to Karikal, a distance of 11·45 miles, has been sanctioned and will shortly be undertaken by the South Indian Railway Company on behalf of the French Government who will supply the funds necessary.

Darjeeling-Himalayan Railway (2′ 0″ gauge).

50. During the year, sundry additions and alterations have been made in the Darjeeling-Himalayan railway yard at Siliguri; the goods shed at Rungtong has been extended; the hospital building at Tindhária has been re-erected; a new bungalow for the platelayer has been completed at Kurseong; menials' quarters have been erected at Túng; and the goods shed at the bazar has been extended and an extra siding laid at Darjeeling.

Bársi Light Railway (2′ 6″ gauge).

51. Work has been commenced and some little progress made.

Cooch Behar Railway (2′ 6″ gauge).

52. The ordinary capital works sanctioned and executed during the year were as follows: Quarters for police constables, signallers and permanent-way

gangmen ; additions to goods shed at Torsá ; and construction of a culvert of 2 spans (one of 12′ 6″ and another of 11′ 6″) at mile 9.

Morvi Railway (2′ 6″ gauge).

53. Eighteen miles of 19 lb. rails have been replaced on the Rájkot branch, from Sindhávadar to Rájkot, by 41½ lb. steel rails and creosoted pine sleepers ; and 776 steel 11 lb. sleepers for 19 lb. rails have been renewed on the main line, from miles 0 to 24, and on the Rájkot branch, chiefly in salty places.

The store room at Vánkáner has been renewed, and an iron goods shed, 50 feet long and 25 feet wide, and a carriage shed, 65 feet long and 10 feet wide, have been built at Wadhwán and Rájkot, respectively.

CHAPTER III.

Lines under survey or projected.

East Indian Railway system (standard gauge).

The construction of lines from Luckeeserai to Gya (South Behar railway), 83 miles, and from Moghal Sarai to Gya, 130 miles, was sanctioned during the year.

The survey for the final location of the former was nearly completed. With regard to the latter, the alignment formerly laid out has been accepted from Moghal Sarai to Sasseram on the Sone river, but from the Sone to Gya a survey for a proposed revised alignment was commenced and is in progress.

Surveys for the following projected lines in connection with the East Indian railway were also sanctioned and commenced during the year :

A line from Bhágalpur *viá* Bausi to Ahmadpur with a branch to Baidyanáth, 148 miles.

A line from Burdwan to Cutwa and from Cutwa to Hooghly, total 97 miles.

A line connecting Shikohabad and Farukhabad, 70 miles.

These surveys are now in progress, and up to the 31st March 1896, about half the length of the alignment in each case had been located.

Bengal-Nágpur Railway (standard gauge).

2. Towards the end of July 1895, sanction was received for a reconnaissance survey of the country north and south of the line, in the neighbourhood of Sini and Kandra stations on the main line. The survey was undertaken in order to ascertain, in the first instance, whether, in view of the possibility of a line being constructed in the near future from the Daltonganj coalfield *viá* Gola to Chándil, Sini should be retained as the most suitable site for the junction for the extension to Midnapore, or whether, having regard to the requirements of both projects, a more favourable position could be found. The result showed that no improvement could be effected and the point of off-take for the Midnapore extension has been finally located at Sini, as originally proposed.

Eastern Bengal (state) Railway system (standard, metre and special gauges).

3. The survey for an extension of the Dacca-Mymensingh line to Jamálpur and Subhankhali was completed and report and estimates submitted during the year.

Mymensingh-Jamálpur-Subhankhali extension.

The estimated cost of this section from Mymensingh to Jamálpur, 33·5 miles, is Rs. 15,79,377, and from Jamálpur to Subhankhali, 30 miles, Rs. 14,04,427.

Survey reports and estimates were also submitted during the year for alternative branch lines from Hili to Kaligunge, 47 miles, and from Sultanpur *viá* Bogra to Kaligunge, 60 miles, and the latter alignment has been adopted as serving Bogra and better developing the district traversed. The estimated cost of the whole length from Sultanpur to Kaligunge is Rs. 34,26,782.

Hili-Kaligunge and Sultanpur-Bogra-Kaligunge surveys.

The reconnaissance surveys for alternative routes for connecting upper Bengal with Gauhati and Assam were completed and reports submitted.

Northern Bengal-Assam connection survey.

Three alternative routes were reconnoitred :

(i) From Mogalhát *viá* Dhubri and Goalpara to Gauhati, 158 miles, by which route the total distance from Calcutta to Gauhati would be 459 miles.

(ii) From Rowmari on the Brahmaputra to Gauhati, 156 miles, which would be in connection with lines proposed from Sultanpur to Kaligunge and from Anchrapara to Rowmari and would give a total mileage, including 10 miles of ferry, of 432 miles from Calcutta.

(iii) From Haldibári to Gauhati, 218 miles, which would make the total distance from Calcutta 510 miles.

The result showed generally that the lowest point on the river at which the banks were fairly firm and stable was at Dhubri, that for the present it would apparently be sufficient to connect with Dhubri, and if any future extension was made, it would be for consideration later, in view of Goalpara being the lowest point at which it is possible to bridge the river, whether the alignment should be kept along the right bank as far as that place, or whether the cheaper alignment along the left bank should be adopted. The survey of an extension from Rungpore to Dhubri, with a bridge over the Teesta at Kaunia, has been sanctioned.

The project for a line from Haldibári to the Brahmaputra opposite Gauhati, though not suitable for a direct connection between Bengal and Assam on account of its great length, might perhaps be considered further at some future time, with a view to open up the country through which it passes.

Surveys for the following lines in connection with the Eastern Bengal (state) railway were sanctioned and in progress at the end of the year :

Standard gauge.

	Miles.
From Rajbári to Faridpur	20

Metre gauge.

	Miles.
From Lálmanirhát to Teesta (near Jalpáiguri) . .	68
From Saidpur to Titalya	68

The field work of the line from Lálmanirhát to Teesta was completed.

Nelpharmári-Jayganj Railway (metre gauge).

4. A concession has been granted for the formation of a Company for the construction of this branch, 8¾ miles long, which was noticed in the last report.

Cooch Behar Railway (2' 6" gauge).

5. Survey of the extension of the line from Cooch Behar to Sántrabari (36 miles) has been sanctioned and is in progress, its cost being met for the present from funds supplied by Government.

Bengal and North-Western Railway system (metre gauge).

6. On the Tirhoot section during the preceding year, surveys were made for a chord from Hajeepore to Begamsarai and for an extension from Garhara to Khagaria, and during the current year this latter survey has been continued from Khagaria to Katihár and plans and estimates submitted. The construction of these extensions will probably be commenced in 1896.

Tirhoot section.

A proposal has also been received for the formation of a Company to construct a branch from Segowlie to Ruxoul on the Nepal frontier.

On the Company's section, the following surveys have been completed and plans and estimates submitted to the Government of India and sanctioned :

Company's section.

An extension from Nánpára to Katarnian Ghát, 42 miles.

A line from Bhatni *viá* Turtipur and Mau to Benares, about 101½ miles, with a bridge over the Gogra at Turtipur, and branches from Salempur to Barhaj, 12 miles, from Mau to Azamgarh, 27 miles, from Mau *viá* Ballia to Revelganj, 71¼ miles, and from Syadpur to Gházipur, 29 miles. Sanction to the immediate commencement of the earthwork of these lines, in such districts as famine works might be found necessary, was accorded by Government in order to afford some relief to the district during the present prevailing scarcity.

Rohilkund and Kumaon Railway system (metre gauge).

7. A survey for a line from Kichha to Káshipur was started in February 1896, and a survey for an extension from Dudhwa to the Mohán river at Chandan chowki (Dudhwa branch) is also in progress.

North Western (state) Railway (standard gauge).

8. A detailed survey for a feeder line from Hoshiarpur *viâ* Jullundur to Kapurthala, a distance of 38 miles, was sanctioned in October 1895, and the field work was completed in March 1896.

A survey for a direct line of railway from Sukkur to Shikárpur, a distance of 21 miles, was sanctioned by the Government of India in December 1895, but work has been postponed until next season.

Wazirabad-Mooltan Railway Survey (standard gauge).

9. The section of this line, from Wazirabad to Lyallpur, which was noticed in the last report, has been completed and the project for an immediate extension to Toba Tek Singh, a distance of 48 miles, at a cost of Rs. 10,34,415, is now under consideration.

Ghâziabad-Moradabad Railway Survey (standard gauge).

10. This railway is projected as a link, to connect the Oudh and Rohilkhand (state) railway directly with the various systems converging on Delhi, and to provide a better outlet than at present exists, for the large trade, from the Sub-Himalayan tracts towards Rajputana.

A preliminary survey of this line was made in 1893-94, including a branch line from Gajrála, a station on the east bank of the Ganges river, to Chandausi station on the Oudh and Rohilkhand (state) railway, and the results were noticed in the last report. Orders were issued late in December 1895 for a detailed survey of the main line from Ghâziabad to Moradabad, a distance of 86 miles, with a branch line to Meerut, and two survey parties took the field early in February 1896. Some improvements in the main line as originally surveyed, have been effected, and a better crossing of the Ganges river at Garhmuktesar has been obtained. Alternative routes for the Meerut branch are being surveyed, one taking off at Garhmuktesar (27 miles long), the other at Hapur (20 miles long).

Kalka-Simla Railway Survey (metre gauge).

11. The survey for the alternative 8 per cent. rack, or 4 per cent. adhesion line, between Kalka and Solon, to avoid the bad ground at the slips at mile 7 on the cart road, was completed and report and estimate submitted to the Government of India. A 3 per cent. adhesion line was located and pegged out, the length between Kalka and Solon being 34¼ miles and the estimated cost Rs. 34,96,784, or Rs. 1,02,096 per mile.

Rutlam-Muttra Railway (standard gauge).

12. The total length of the projected railway is about 381¼ miles; but of this length the first 25½ miles, as far as Nagda, are already under construction. The survey of the line as far as the second crossing of the Chambal river at Miana (mile 222·30 from Rutlam), was carried out in 1894-95 and was referred to in that year's report. During the past year, the surveys of the entire project were completed. Having crossed the Chambal river at Miana, the line turns north-west to enter the Balwan valley which winds through the Madhopur range. A station is fixed at Madhopur, mile 243¾. The Banás river is crossed at mile 264½, about two miles below its junction with the Morel river. The line then continues north-east to Kúrgaon, mile 290, where a station has been fixed to serve the town of Kerowli which lies 10 miles distant to the east. Leaving Kúrgaon the line turns north to Baroda and then runs more or

less parallel with the Gambhír river which it crosses twice, *viz.*, at miles 304 and 326. At mile 312¾ is fixed Hindaun station about half a mile from the town. The line crosses the Bánganga river at mile 343 and the Rajputana-Malwa railway on the level at Bhurtpore station, mile 359½; it then runs north-east across the Delhi-Agra canal, at mile 372, and finally terminates at the north end of Muttra station yard on the Rajputana-Malwa railway, at mile 381·29. The total cost of the line from Miana to Muttra (158·98 miles) is put down at Rs. 1,69,70,571, or Rs. 1,06,746 per mile.

In accordance with instructions, the same survey party surveyed a proposed branch from Muttra to Agra, 31·81 miles, estimated to cost Rs. 24,55,903, or Rs. 77,205 per mile, and also an extension from Muttra to Aligarh, 36·95 miles long, crossing the Jumna at Muttra over the existing metre gauge bridge which is reported strong enough to carry both gauges. The estimated cost of this extension is Rs. 30,46,336, or Rs. 82,445 per mile.

The instructions issued to the survey party contemplated also a reconnaissance from Joar to Bándikui, in connection with an alternative proposal to reach Delhi on the standard gauge by converting the existing metre gauge track between Bándikui and Delhi to the standard gauge. The route actually examined lies between Madhopur and Bándikui. A standard gauge line along this route, 81·28 miles long, is estimated to cost Rs. 89,71,222, or Rs. 1,10,374 per mile; while the cost of converting the existing metre gauge line between Bándikui and Delhi to the standard gauge is put down roughly at Rs. 90¼ lakhs.

The above named estimates, which include provision for rolling stock, were, together with the respective reports and plans, submitted to the Government of India in January 1896.

Jodhpore-Bickaneer Railway (metre gauge).

13. No lines are at present under survey, but the Darbar proposes making several feeder lines and tramways :

(1) From Erinpura Road on the Rajputana-Malwa railway to Jálor and Jaswantpura, 70 miles.
(2) From Naránpura on the Jodhpore-Bickaneer railway to Kuchámán and Dídwána, 25 miles.
(3) From Jawáli on the Rajputana-Malwa railway to Desuri, 19 miles.
(4) From Merta Road on the Jodhpore-Bickaneer railway to Merta, 10 miles.
(5) From Pípár Road on the Jodhpore-Bickaneer railway to Pípár, 7 miles.
(6) From Sojat Road on the Rajputana-Malwa railway to Sojat, 7 miles.

Extensions of the Gaekwar's Railways.

14. Revised estimates for the proposed extension of the Gaekwar's Dabhoi railway (2′ 6″ gauge) from Báhádarpur to Songir (9¾ miles), amounting to Rs. 4,57,505, were submitted in June 1895, and were referred to the Baroda Darbar, who replied that the project would be held in abeyance for the present.

The surveys of the proposed metre gauge branches from Pátan *viá* Siddhpur to Kherálu (38 miles) and from Vijapur *viá* Kálol Road station, on the Rajputana-Malwa railway, to Kadi (about 42 miles) were completed during the year but not submitted.

Surveys were carried out two years ago in connection with a project for connecting the Gaekwari towns of Harij and Chansama with the Pátan branch of the Gaekwar's Mehsána railway (metre gauge). The Baroda Darbar have requested the Bombay, Baroda and Central India Railway Company to carry out a further survey for extending the proposed line from Chansama to Bechraji, a distance of 17 miles.

A survey has also been asked for for extending the branch from Vishvamitri to Pádra, now under construction, to the limits of the Gaekwar's villages of Mobha and Mahuwel, about 9 miles beyond Padra.

Chord line from Baroda to Godhra (standard gauge).

During the year, the Bombay, Baroda and Central India Railway Company renewed their proposals for the early construction of a chord line (about 42½ miles long) on the standard gauge from Baroda to Godhra, and a re-survey of the proposed route has been ordered and will be taken in hand immediately.

Tapti Valley Railway Survey (standard gauge).

15. The proposed railway is about 262½ miles long. Reference was made in last year's report to the fact that Messrs. Killick, Nixon and Company of Bombay had applied for a concession on feeder line terms for the construction of the western portion of the project surveyed by the Bombay, Baroda and Central India Railway Company from Surat to Amalner. The concession was granted conditionally in December 1895 to hold good for six months. During the year a re-survey of the length between miles 94 and 126 was carried out and a better alignment secured, taking the line north instead of south of Nandurbar. The re-alignment has increased the total length up to that town from 161 to 162·47 miles. In submitting the results of the re-survey, the opportunity was taken of revising the estimates for the whole length. These now amount to Rs. 1,55,30,628, taking exchange at 1s. 1d., and this can be reduced to Rs. 1,53,65,168, if the line is made to join the Bombay, Baroda and Central India railway main line at a point about 2½ miles south of Surat station. The revised estimates were submitted to the Government of India at the end of January 1896.

As regards the eastern portion of the project, it is understood that the Secretary of State is in correspondence with the Great Indian Peninsula Railway Company.

Mysore Railway Surveys (metre gauge).

16. The two projects, Birur-Shemoga and Arsikere-Hassan, which were noticed in the last report, have been submitted to Government and are under consideration. The extension of the latter to Manjarabad and thence to Mangalore on the western coast is still under survey.

Arsikere-Mangalore Railway Survey (metre gauge).

17. The first season's field work on this project, which is an extension of the Arsikere-Hassan branch referred to above, was finished in September 1895, leaving about ten miles on the lower part of the ghât, and about 25 miles at the Mangalore end of the project, unsurveyed. An approximate estimate amounting to Rs. 1,69,62,253, or Rs. 1,18,617 per mile, with plans for a line 143 miles in length, was submitted in October 1895. The ground has been further examined during the past working season, and a reduction of 5 miles in the length of the line has been found practicable. It is expected that field work will be completed in April 1896.

East Coast (state) Railway (standard gauge).

18. The survey for a feeder line from Vizianagram to Parvatipur *viâ* Bobbili (49 miles), with a branch from Bobbili to Salur (11 miles), which was undertaken in October 1894, was completed in August 1895, and plans and estimates for the project submitted to Government. An alternative route from Chipurupalle to Bobbili (25 miles), which would reduce the total distance by nearly 7 miles, was also examined.

The results were generally favourable and the estimated cost by the different routes was as follows:

	Rs.
Vizianagram to Parvatipur	38,46,153
Chipurupalle to Parvatipur	32,55,900
Branch from Bobbili to Salur	7,51,006

This project would form part of a larger scheme previously put forward for a line from Vizianagram to Raipur which has been abandoned for the time being.

Arcot-Ranipet branch Survey, Madras Railway (standard gauge).

19. The survey of this short feeder branch line, about 7 miles long, was sanctioned by the Government of India in October 1895. Field operations were commenced early in January last and the plans and detailed estimates are in hand and will be submitted in April 1896.

Cuddalore-Pondicherry Railway Survey (metre gauge).

20. The survey of this line has been completed and the estimates are with the French Government.

Calicut-Cannanore and Shoranur-Cochin Railway Surveys (standard gauge).

21. The surveys for these railways, which were in progress at the close of last year, were completed by the Madras Railway Company during the year under review, and the plans and estimates submitted to the Government of India.

The cost of the extension from Calicut to Cannanore, 59 miles, was estimated at Rs. 90,70,611, or Rs. 1,53,739 per mile, but it is believed that by the use of a ruling grade of 1 per cent. (1 in 100) instead of the 0·66 per cent. grade (1 in 150) on which the present alignment has been located and by some alteration in other details, the cost can be reduced to about Rs. 1,25,000 per mile, and this will be further investigated if construction is sanctioned.

The report and prospects are otherwise favourable, as the line for the greater part of its length traverses a fairly populous and highly cultivated country, which would import a large quantity of food grains from stations on the Madras railway.

The Shoranur-Cochin extension, 73 miles, is estimated to cost Rs. 1,21,48,507, or Rs. 1,66,418 per mile. For parts of its length, especially between Shoranur and Trichur, it passes through rough and hilly country.

Its prospects are, however, on the whole favourable, and, as in the case of the Calicut-Cannanore project mentioned above, it is expected that the estimate can be very considerably reduced by using a steeper ruling grade on the more difficult portions of the alignment and so reducing very considerably the heavier portions of the work.

Madura-Pámban Railway Survey (metre gauge).

22. The survey of this line has been completed and the plans and estimates for its construction have been submitted to the Government of India. It forms part of the larger scheme proposed for a direct connection *viâ* Palk strait and Adam's bridge between India and Ceylon, but the results of the survey show that this line is sufficiently promising to merit consideration as a separate project. The length would be about 100 miles, and it is estimated that the cost of its construction would be about Rs. 45,000 per mile, exclusive of rolling-stock.

Tinnevelly-Quilon Railway Survey (metre gauge).

23. The survey for this railway has been completed and the plans and estimates submitted. The total length would be 103·33 miles, of which about 46 miles, from Tinnevelly to near Shenkotta, would lie within British territory, and the remainder within the Travancore state. The portion of the alignment within British territory passes through easy country, well cultivated and fairly populous; but the length in the Travancore state, which includes the descent of the Ghát and the crossing of the rough and undulating country from the foot to Quilon, involves very heavy work and on the Ghát section, passes, for the most part, through dense jungle.

The total estimated cost for the 103·33 miles is Rs. 1,01,62,018, or an average of Rs. 98,345 per mile.

Indian Midland Railway system (standard gauge).

24. The survey of the Saugor-Katni extension, from Saugor *viâ* Damoh to Katni, was carried out by Government Engineers under the orders of the Agent,

Indian Midland railway, and the results were submitted to the Government of India in October 1895.

Between Damoh and Saugor, a southerly route *viâ* Gurha Kotah across the Sonár valley was adopted, in the first instance, as apparently offering better local traffic prospects than a more direct route, and the line was located with grades of 1 in 150 against the coal traffic from Katni towards Saugor and grades of 1 in 100 with this traffic. The length as located was about 118½ miles and the total estimated cost Rs. 1,11,12,132.

It was found that the ruling grade of 1 in 150 against the coal traffic was only required on the portion of the alignment across the Sonár valley, the remainder of the line being set out with 1 in 200 grades in the same direction, and it was also reported that a grade of 1 in 200 against the coal traffic could be obtained, even across the Sonár valley, with an increased length of about 2 miles.

It appeared, at the same time, that the advantages with regard to local traffic on the southern route *viâ* Gurha Kotah were not so great as at first assumed, and it was decided to investigate the more direct northern route *viâ* Pathuria and endeavour to obtain the same grade, 1 in 200, against the coal traffic as on the remaining portion of the line. This survey has been recently carried out by the Indian Midland railway engineers and a line has been located with the grade required and 2½ miles shorter than the former route. The works on the new alignment will, however, be heavier, and there will consequently be no reduction on the former estimate, but it will be less costly than an alignment with similar grades by the southern route would be.

The new alignment has been accepted and work will commence immediately, sanction having been previously accorded to the commencement of work on the remaining portion of the line. The total length now will be about 116½ miles, and it is expected that by alterations in the details, some reductions on the estimate will be possible.

Connection between Assam-Bengal and Dibru-Sadiya Railways (metre gauge).

25. A reconnaissance survey was carried out from Tipumia to Tinsukia (23 miles) and from Tipumia *viâ* Jaipur to Margherita (30 miles) with the object of ascertaining which route was the more favourable and suitable for connecting the Dibru-Sadiya railway with the Assam-Bengal railway now under construction. It was found that as regards difficulty and cost of construction, the two routes were about equal and would cost, roughly, about Rs. 1,00,000 per mile in each case. No decision has yet been arrived at.

Sagaing, Mônywa Railway Survey (metre gauge).

26. A project for the construction of a light railway from Myinmu, on the Irrawaddy, to Mônywa on the Chindwin, was put forward by the Irrawaddy Flotilla Company under certain specified conditions, but was not approved by the Government of India. A reconnaissance survey has been ordered for a line from Sagaing to Mônywa in connection with the Burma (state) railway which will be carried out early in 1896.

Such a line would obviate the necessity for the navigation of the difficult and dangerous lower reaches of the Chindwin below Mônywa.

Henzada-Bassein Railway (metre gauge).

27. The project for a line from Henzada to Bassein, which was surveyed in 1885, is being completed under the orders of the Local Administration.

Assam-Burma Connection Surveys (metre gauge).

28. The reports of the survey of the ghât on the western side of the Aeng pass, on the proposed connection from Chittagong *viâ* Akyab to Minhla, and of the reconnaissance by the alternative route *viâ* Manipur, which had been carried out during the field season of the previous year, were submitted to Government.

The former showed the impracticable nature of the Aeng pass as a route for a railway, and the survey of the remaining portion of the proposed alignment was abandoned, pending the examination of the alternative routes.

The report on the reconnaissance by the Manipur route, showed that a feasible alignment could be obtained from Langsoliet, near Lumding, through the Naga hills and *viâ* Manipur to Tammu, from whence a connection would be made with the Burma (state) railway, at some station near Wuntho, but that on long sections, especially through the Naga hills, numerous heavy and very costly works would be required, including over 21,000 lineal feet of tunnels of half a mile length and upwards. The total estimated cost, therefore, for the whole length of 385 miles amounted to Rs. 6,49,12,000, or an average of Rs. 1,68,603 per mile, and, except for a short length in the Manipur valley, the country served by the line is unproductive.

A reconnaissance survey of a third possible route from near Makum, *viâ* the Patkoi pass and the Hukong valley to Mogaung, was made during the field season of the current year. Considerable difficulties in the matter of transport and food supplies had to be overcome, as it was necessary to arrange for all supplies for the whole party, for the entire period of the survey, to be carried with them. A start was made from Margherita early in November and the party reached Mogaung in Upper Burma in March, having marched a distance of 322 miles through an extremely rough and inhospitable country. It remains to put the results of the survey into shape and embody them in a report, but *it is* understood that a very much more favourable alignment can be obtained by this route than by either of those previously prospected.

Schedule of railways lately surveyed, at present under survey, or recently put forward for consideration, but not yet sanctioned for construction.

29. The statement on the next two pages gives the lengths and estimated cost of the railways either lately surveyed, at present under survey, or recently put forward for consideration. The estimated cost of each project has been taken from such information as is at present available, but the amounts will require further investigation in every case before construction is undertaken.

STATEMENT No. 6.

Railways lately surveyed, at present under survey, or recently put forward for consideration, but not yet sanctioned for construction.

No.	Name of railway.	Gauge.	Length.	Estimated or approximate cost.	REMARKS.
			Miles.	Rs.	
	Lines included in the Administration Report for 1894-95.				
1	Singia-Madareepur-Chandpur	Standard	64	1,11,12,000	
2	Sone-Palamow (Daltonganj)	,,	75	69,00,000	
3	Palamow-Sini (or Chandil)	,,	160	1,60,00,000	
4	Bhágalpur-Basúi-Baidyanath	,,	148	53,35,000	
5	Moradabad (or Rámpur) Rámnagar	,,	47	25,00,000	
6	Gházisbad-Moradabad, with branch	,,	133	1,23,29,786	
7	Hardwar-Dehra-Rajpore	,,	35	27,91,473	
8	Ludhiána-Ferózepore	,,	76	27,75,000	
9	Nagda-Bara-Metira	,,	356	3,06,00,000	
10	Surat-Nandurbar-Amalner	,,	162	1,26,96,714	
11	Maumád-Amalner-Jalgaon	,,	110	1,06,00,000	
12	Chalisgaon-Dhulia	,,	33	30,00,000	Alternative with that from Maumád to Amalner.
13	Vizianagram-Parvatipur	,,	60	45,97,159	
14	Raipur-Sonpur	,,	148	1,22,76,000	
15	Sambalpur-Sonpur-Khurda	,,	190	2,37,00,000	
16	Shoranur-Cochin	,,	73	1,21,48,507	
17	Calicut-Cannanore	,,	59	90,70,611	
18	Beswada-Masulipatam	,,	44	53,12,048	
19	Chittagong-Akyab-Minhla	Metre	420	3,85,50,000	
20	Hajeepore-Khagaria-Katihár	,,	162	1,24,72,819	
21	Mymensingh-Jamalpur-Subhankhali	,,	63	29,33,804	
22	Sultanpur-Bogra-Kaliganj	,,	60	34,26,782	
23	Kaliganj-Gaubati	,,	158	1,05,48,519	
24	Bareilly-Soron, with bridge at Soron	,,	63	53,60,211	
25	Shadipalli-Bilotra	,,	206	96,40,564	
26	Deesa-Umarkot	,,	235	2,35,00,000	
27	Ajmere-Kuchámun-Rewári	,,	125	*50,00,000	
28	Sábarmati-Dholera	,,	78	50,00,000	
29	Arsikere-Hassan-Mangalore	,,	143	1,69,62,253	
30	Tinnevelly-Quilon	,,	103	1,01,62,018	
31	i—Madura-Pámban	,,	100	41,77,460	
	ii—Pámban Strait Reef to Manar Island	,,	59	2,81,00,000	

NOTE.—The estimated or approximate cost of each project here given is taken from such information as is at present available, but the amounts will require further investigation in each case before construction is undertaken.

STATEMENT No. 6—*concld.*

Railways lately surveyed, at present under survey, or recently put forward for consideration, but not yet sanctioned for construction—concld.

No.	Name of railway.	Gauge.	Length.	Estimated or approximate cost.	REMARKS.
			Miles.	Rs.	
32	Assam-Burma Connection (Hukong Valley)	Metre	284	3,68,00,000	
33	Kalka-Simla	,,	47	86,00,000	
	New Lines now added.				
34	Hooghly-Cutwa-Burdwan	Standard	37	1,42,00,000	
35	Rajbári-Faridpur	,,	20	16,00,000	
36	Godhra-Baroda Chord	,,	42	29,40,000	
37	Arcot-Ranipet branch, Madras railway	,,	7	5,60,000	
38	Warora-Warangal	,,	180	1,35,40,700	
39	Raipur-Dhamtari	,,	45	22,67,807	
40	Goona-Bara-Kotah	,,	105	84,00,000	
41	Hoshiárpur-Jullundur-Kapurthala	,,	38	32,00,000	
42	Allahabad-Fyzabad	,,	99	81,38,493	
43	Ásansol-Bancoora-Midnapore	,,	95	95,00,000	
44	Pódsoúr-Dindigul	,,	107	85,60,000	
45	Shikohabad-Farukhabad	,,	70	31,40,920	
46	Petlád-Wadhwán-Jungchakhi	,,	380	4,75,00,000	
47	Sakri-Jainagar	Metre	29	9,66,093	
48	Gogri-Birpur	,,	98	39,20,000	
49	Bickaneer-Sirsa	,,	154	30,80,000	
50	Hyderabad-Gódávari Valley	,,	372	3,07,19,760	
51	Birur-Shemoga	,,	40	25,60,000	
52	Sagaing-Mónywa	,,	60	38,40,000	
53	Moiktila-Myingyan (alternative)	,,	76	26,40,598	
54	Nattore-Rampore Baulcah	,,	30	12,00,000	
55	Kichha-Káshipur-Rámnagar	,,	45	18,00,000	
56	Jeypore-Chambal	,,	100	98,24,544	
57	Cooch Behar Extension to Sáotrabari	2' 6"	36	18,00,000	
58	Lálmanirhát-Teesta	2' 6"	68	43,52,000	

NOTE.—The estimated or approximate cost of each project here given is taken from such information as is at present available, but the amounts will require further investigation in each case before construction is undertaken.

CHAPTER IV.

Collieries and oil wells.

Kurhurbaree and Serampore Collieries.

These collieries are worked in connection with the East Indian railway, and the entire supply of fuel for that railway is drawn from them.

The pits and inclines of which the collieries consist, and the general depths reached at the end of the year 1895, are given below :

Kurhurbaree.

	Feet.		Feet.
2 "Jubilee" pit	650	1 Jogitand	178
25 D	429	5 Jogitand	125
17 B	295	Bitagaria	252
40	204	Sarishad	231
23	106	23 E	200
2 C	156	17 A Incline	60
2 D	122	17 Incline	200
7 Jogitand	275	23 B Incline	320

Serampore.

	Feet.		Feet.
16 A	344	42 A	155
21	279	42 A incline	120
18	100	1 Kamaljore	176
25	139	Central pit	466
42 D	83		

The following table shows the output and number of persons employed during the last two years :

Year.	Average number of persons employed daily.	Output.				Number of tons raised per person employed.
		Large coal.*	Small coal.	Slack coal.	Total.	
		Tons.	Tons.	Tons.	Tons.	Tons.
1894	5,807	281,968	54,250	54,906†	391,124†	74
1895	5,747	344,172	45,120	53,056	442,348	77

From the slack, 18,489 tons of coke were manufactured.

The capital outlay on the collieries to the 31st December 1894 amounted to Rs. 8,57,537 and the expenditure during the year to Rs. 2,20,713, making a total outlay to the 31st December 1895 of Rs. 10,78,250.‡

The total receipts at the sanctioned issue rates were Rs. 8,64,644, and the charges, including sinking fund, Rs. 7,93,005, thus showing a net gain of Rs. 71,639, equivalent to a return of 6·64 per cent. on the capital outlay.

Thirty-seven thousand seven hundred and thirty-seven tons of coal and coke were sold to the public, the amount realized being Rs. 97,476.

No. 2 "Jubilee pit" has been stopped at 650 feet, and is believed to be the deepest in India.

Boiler foundations, chimney and engine foundations for a large direct acting engine and a pit frame, 50 feet in height, were nearly completed.

The "Central" pit at Serampore was stopped on the 17th December 1895 at a depth of 466 feet.

* All coal which will not pass through a 1" mesh is classed as large coal.
† Revised figures.
‡ This outlay is made up of the purchase money, Rs. 3,66,164, which represented half the original cost of buildings, plant, etc., paid to the East Indian Railway Company on valuation, and the capital expenditure incurred from the 1st January 1880.

There are eighteen ponies working under ground.

The fire at Serampore has been kept under control.

The following table shows the total number of accidents that have occurred during the last two years, and the number killed and injured, compared with the output and the average number of men employed daily:

Year.	Total number of fatal accidents.	Total number of other accidents	Number of persons killed.	Number of persons injured.	Average number of persons employed daily.		Number of tons of coal raised of all kinds.		Number of tons of large coal raised.	
					Per fatal accident.	Per death.	Per fatal accident.	Per death	Per fatal accident.	Per death.
1894 . . .	6	29	6	11	885	885	Tons. 65,202	Tons. 65,202	Tons. 46,995	Tons. 46,995
1895 . . .	3	9	3	9	1,916	1,916	147,449	147,449	114,724	114,724

Makum Collieries.

2. The Assam Railways and Trading Company now work three collieries, *viz.*, Ledo Valley (with 2 mines), Upper Ledo, and Tikak, and arrangements are being made to open out another colliery with 2 mines at Namdang. The output of coal during 1895 was 172,661 tons against 169,195 tons in the previous year. The output for 1896 is estimated at 190,000 tons. Generally speaking, the Assam coal is soft, but its softness has not proved a drawback to its general use for all purposes, as it readily cakes when put on the fire. It is an excellent steam and smithy coal, very little if at all inferior to the best Welsh steam coal. It gives a clear bright flame with great local heat and has a very small percentage of ash. It is largely used by the ocean and inland steamers, railways, mills and factories, the demand being far in excess of the present outturn.

The capital outlay on the collieries to the 31st December 1894 amounted to Rs. 26,09,047 and the expenditure during the year to Rs. 72,602, making a total outlay to the 31st December 1895 of Rs. 26,81,649.

Petroleum in Assam.

3. The drilling operations at Makum Oil Concession have not been successful up to the present time, oil in any workable quantity not having been found. Some 10 wells in all have been drilled, and operations are still being carried out.

At the Digboi field, there are in all 13 bore holes of depths varying from 662 to 1,225 feet. Of these, one was abandoned, but the other 12 are now yielding oil. The total amount of crude oil extracted during the year was 36,435 gallons. A new refinery has now been erected at Margherita, on a large scale, and it is expected that it will be ready to commence operations in a short time. Crude oil in small quantities is now sold to the public for rough lubricating purposes and for the preservation of timber.

The capital outlay on the Company's petroleum works to the 31st December 1894 amounted to Rs. 5,57,533 and the expenditure during the year to Rs. 3,29,816, making a total outlay to the 31st December 1895 of Rs. 8,87,349.

Warora Colliery.

4. This colliery, which is worked by Government, has the following six shafts:

	Feet.	
Pit No. 1 . . .	245	Pumping.
Pit No. 2 . . .	215	Winding.
Pit No. 3 . . .	239	Pumping.
Pit No. 4 . . .	181	Winding.
Pit No. 5 . . .	174	Winding.
Pit No. 6 . . .	102	Ventilating.

The following table shows the output and number of persons employed during the last two years:

Year.	Average number of persons employed daily.	Output.			Number of tons raised per person employed.
		Large coal.*	Small coal.	Total.	
		Tons.	Tons.	Tons.	Tons.
1894	1,146	98,048	23,097	121,145	106
1895	883	84,643	16,740	101,383	115

The decrease of 19,762 tons in the total output is, it is explained, due to a falling off in demand consequent on an unfavourable cotton crop.

The capital outlay on the colliery up to the 31st December 1894 amounted to Rs. 20,65,994, and as the capital transactions of the year resulted in a credit of Rs. 48,625, the outlay on the 31st December 1895 was reduced to Rs. 20,17,369.

The receipts during the year amounted to Rs. 5,17,815 and the expenditure to Rs. 4,15,567, thus showing a net gain of Rs. 1,02,248, equivalent to a return of 5·07 per cent. on the capital outlay.

The Great Indian Peninsula railway was supplied with 50,007 tons of Warora coal during 1895 against 57,698 tons in the previous year.

The other sales are briefly detailed below:

	Tons.
Empress Mills, Nágpur	14,832
Hingunghat Mill Company	4,097
Berar Manufacturing Company	4,798
Others	21,391

The average selling price of Warora coal was Rs. 4-10-3 per ton.

During the year, 3,914 tons of fireclay were raised for manufacture of bricks and tiles.

The receipts during the year for bricks and tiles amounted to Rs. 59,043 and the expenditure to Rs. 45,110.

No boring work was done during the year.

There was no very serious outbreak of fire in the mines.

The work of opening out workings to the dip of the water level is still being pushed on.

There are at present two engines hauling coal from the dip workings, one in each of the two seams, but a drift is being driven to connect the two seams and when completed all the coal will be hauled by one engine to the shaft.

The Stanley heading machine was brought out of the mine and lent to the East Indian railway collieries for trial.

The new hospital and assistant surgeon's quarters were completed and one of the staff quarters was tiled during the year.

The following table shows the total number of accidents that have occurred during the last two years, and the number killed and injured compared with the output and the average number of men employed daily:

Year.	Total number of fatal accidents.	Total number of other accidents.	Number of persons killed.	Number of persons injured.	Average number of persons employed daily.		Number of tons of coal raised of all kinds.		Number of tons of large coal raised.	
					Per fatal accident.	Per death.	Per fatal accident.	Per death.	Per fatal accident.	Per death.
							Tons.	Tons.	Tons.	Tons.
1894 . .	3	10†	3	10	382	382	40,382	40,382	32,683	32,683
1895 . .	1	6	1	6	883	883	101,383	101,383	84,643	84,643

The fatal accident during the year was caused by a large piece of coal falling from the roof on a man who was drawing a prop.

* All coal which will not pass through a screen 2" bars with 2" spaces is classed as large coal.

† Excluding slight accidents.

Mohpáni Colliery.

5. This colliery is worked by the Nerbudda Coal and Iron Company. The several shafts and other entrances in use are as under:

	Depth. Feet.
Helen pit.—Main pumping shaft	400
No. 1 staple.—South river workings, fan shaft	170
No. 2 drift.—South river workings, hauling incline slope	276
No. 3 drift.—South river workings, hauling incline slope	150
No. 3 drift.—Old fire workings, hauling incline slope, self-acting	165
Gothic drift and staple.—Furnace shaft	30
No. 24 sinking.—New field	81
No. 34 trial staple.—New field, coal is at 80 feet	34
No. 38 trial staple.—New field, coal is at 72 feet	53½

No. 24 drift was driven during the year, the total length being 300 feet.

A fan shaft was sunk at No. 24 to a depth of 50 feet.

A fan shaft at the old mines old fire workings was sunk to a depth of 78 feet.

At the old mines, the working back of the brokens was continued throughout the year.

At the new mines, the No. 1 seam was won out to ensure an output of 600 tons per month when needed, which will of course increase as the workings go forward. Large pillars on the most modern plan are being formed, so that this amount of winning represents a considerable area.

The following table shows the output and number of persons employed during the last two years:

Year.	Average number of persons employed daily.	Output.	Number of tons raised per person employed.
		Tons.	Tons.
1894	622	19,349	31
1895	719	21,393	30

The capital outlay on the colliery up to the 31st December 1894 amounted to £125,736 and the expenditure during the year to £3,614,* making a total outlay to the 31st December 1895 of £129,350.*

The inclination of the new mines seams is considerably less than that of the old mines, but the new mines are more heavily watered, and also produce some fire damp.

The output of the year was disposed of as shown below:

	Tons.
Sold to railways	12,426
Sold to mills, presses, etc.	5,628
Colliery consumption	2,828
Stock	511
Total	21,393

The output from the new mines was about six and a half times that of the previous year. It has now reached a point at which it will cease until the railway siding is carried up to the new pits when the output from the winning out of the seams, and also the sinking of the main shaft will be pushed on. The new coal was tried in locomotives during the year and gave satisfactory results.

The No. 4 old fire working drift was p t forward through the goaf until it reached the upstanding old workings.

The old north side fire was successfully kept from gaining ground during the year, and all chances of its spreading for the future have been practically taken away.

At the new field the energy of the staff was chiefly directed to making sure of an output from the No. 1 seam, the sinking to the lower seams being deferred to the early part of 1896.

No. 26 and No. 39 borings were continued and proved several seams of good coal again. No. 26 was bored 121·0 feet to a total depth of 407′ 2″, proving the Nos. 3 and 4 seams. No. 39 was bored 61·0 feet to a total depth of 445′ 9″, proving one seam 3′ 3″ and one 2′ 7″ of good coal close together.

* These figures are approximate and subject to modification.

Two smaller borings, aggregating about 148 feet, for purely local purposes were started.

There were 23 slight accidents against 17 in the previous year, the number of persons injured being 23 against 6.

Umaria Colliery.

6. This colliery, which is worked by Government, consists of pits and inclines. The general depths reached at the end of the year were:

		Feet.
Pit No. 1	Shaft for water-supply to the station (steam power)	123
Pit No. 2	Up cast, ventilating shaft, also pumping shaft	181
Pit No. 3	Down cast, drawing coal	117
Pit No. 4	Down cast, pumping shaft	276
Pit No. 5	Up cast, pumping shaft, in course of sinking	133
Pit No. 6	Down cast, drawing coal	93
Pit No. 7	Up cast, in course of sinking	58
Pit No. 8	Down cast, in course of sinking	55
Incline No. 1	Travelling road for workmen to No. 3 seam.	
Incline No. 2	Haulage road for coal from No. 2 seam.	
Incline No. 3	Travelling road for workmen to No. 2 seam and for ventilation of No. 2 seam's workings.	

The following table shows the output and number of persons employed during the last two years:

Year.	Average number of persons employed daily.	Output.			Number of tons raised per person employed.
		Large coal.*	Small coal.	Total.	
		Tons.	Tons.	Tons.	Tons.
1894	972	96,994	35,843	132,837	137
1895	1,203	86,951	31,555	118,506	98

The decrease of 14,331 tons in the total output was chiefly due to the abandonment of broken work in certain parts of the mine, reserved for final operation.

The capital outlay to the 31st December 1894 amounted to Rs. 10,18,490 and the expenditure during the year to Rs. 60,373, making a total to the 31st December 1895 of Rs. 10,78,863.

The receipts during the year amounted to Rs. 3,97,639 and the expenditure to Rs. 3,96,203, thus showing a net gain of Rs. 1,436, equivalent to a return of ·13 per cent. on the capital outlay.

The sales during the year are briefly detailed below:

	Large coal.	Screened nut coal.	Slack coal.	Smithy or screened dust.	Unscreened dust.	Dust.	Total.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Indian Midland railway	39,237	...	...	...	...	...	39,237
Great Indian Peninsula railway	24,145	5,909	...	..	...	...	30,054
Bengal-Nágpur railway	4,374	...	...	...	...	...	4,374
East Indian railway	8,235	...	...	...	...	...	8,235
Oudh and Rohilkhand (state) railway	536	761	...	...	...	...	1,297
Other customers	9,071	11,644	674	132	2,288	23	23,832

A very important feature is the sale of dust coal, which amounts to 2,288 tons, showing that a large quantity of this formerly rejected coal can be disposed of for brick burning purposes.

Unfortunately the development of the colliery has not kept pace with the output, consequently the rise pillars in No. 3 pit have been removed to supply the demand which is gradually increasing, and cannot in most cases be complied with. This robbing of pillars, which should have been left as a final operation, or when the workings had reached the boundary (in this case faults), has been

* All coal which will not pass through a 2" mesh is classed as large coal.

a constant source of anxiety, owing to large quantities of water entering the dip workings from innumerable fissures on the surface, the result of working out pillars under a thin cover, and thereby necessitating the erection of large pumping plant, until the coal is removed from the dip. This anxiety will always continue until the new area is opened out and takes the place of the rapidly diminishing reserves in No. 3 pit. The major portion of the demand was met from this pit (No. 3 seams).

On the 1st January 1895, water in No. 4 pit was 33 feet above the flat of the sheets. During the year the level of the water was slowly lowered and a portion of the dip workings unwatered for a short period, but owing to the heavy rainfall and the faulty nature of a dam between the main dip gallery and the pump chamber, the latter was flooded out at 3-30 A. M. on the 9th August 1895, and the water gradually rose up the shaft. To keep it from reaching the same height as last year, the winding engine was coupled up, guides fixed in the shaft and water tanks utilized to wind the water. It was thus prevented from rising above 34′ 3½″ (on the 20th September 1895), and it gradually fell to 27′ 6″ above flat sheets on the 30th December 1895. During the whole of this anxious time, the Denaby pumps ordered in October 1894, were expected from England, but they did not arrive until 1st January 1896.

Nos. 2 and 3 inclines. The work in No. 2 seam was started in the month of January 1895. A very small quantity was raised from this mine by means of a crab-winch—a slow and costly process. In August 1895, the hauling engine was erected; but unfortunately just as a good start was made the mouth of the incline fell in for some 50 feet in length below the arching. The debris was removed and the arching carried down to the solid rock.

The scheme of water-supply from the Umrer river, which was started in the previous year, was completed during 1895.

The diversion of the Chindi Nullah drainage, started in the previous year, was completed in 1895. A series of channels and dams, built to catch or divert all surface water from the broken workings, has worked well and prevented an immense quantity of water from entering the workings.

The pit which was commenced as No. 9 in July 1895, has been changed to No. 5. The No. 2 seam has been successfully passed through, and the shaft connected with No. 6 for ventilation.

During the year, the work in connection with the erection of engine and head gear in No. 6 pit was completed, and the shaft converted into a winding shaft. This has been rapidly opened out and connected with No. 5 shaft for ventilation. The shaft has been further sunk for sumpage room.

Nos. 7 and 8 pits, which were commenced on the 9th November, were sunk to a depth of 58 and 55 feet, respectively, by the 31st December 1895. No. 7 pit is being sunk as a ventilating shaft to drawing shaft No. 8.

The earthwork for the extension of the siding to Nos. 5 and 8 pits has been finished, and the bridge and culvert stone work started. When the line is laid, No. 5 pit coal will be delivered direct into wagons over screens.

Several borings have been put down during the year, most of them reaching coal at a small depth.

There was an outbreak of cholera in the month of September 1895, which disorganised the labour to a considerable extent and interfered with the successful raising of coal.

The following table shows the total number of accidents that have occurred during the last two years and the number killed and injured, compared with the output and the average number of men employed daily:

Year.	Total number of fatal accidents.	Total number of other accidents.	Number of persons killed.	Number of persons injured.	Average number of persons employed daily.		Number of tons of coal raised of all kinds.		Number of tons of large coal raised.	
					Per fatal accident.	Per death.	Per fatal accident.	Per death.	Per fatal accident.	Per death.
							Tons.	Tons.	Tons.	Tons.
1894	1	16	1	16	972	972	132,837	132,837	96,994	96,994
1895	3	19	3	19	403	403	39,502	39,502	28,983	28,983

The selling price of large coal was reduced from Rs. 4-3-0 to Rs. 4-0-0 per ton.

Coal field near the Eeb river.

7. A trial shaft in connection with the Bengal-Nágpur railway at Kadobahal near the Eeb river was, towards the end of March 1895, sunk in the position recommended by Dr. King. At 42 feet, coal was struck and continued of about the same quality down to 51 feet; work on the shaft was stopped at 65 feet. Although the samples of coal taken out burnt fairly well the coal was of inferior quality. It was interlaminated with thin beds of hard grey shale of an inch or two in thickness.

The coal could not be got out in large lumps, but only in flat pieces of about one foot square and 3 to 6 inches thick. Even these lumps of seemingly fair coal, on being broken, often showed little pockets and layers of hard shale. Two tons of the coal were taken out of this shaft and tried on the down mail, but after running for about 24 miles it was found that steam could not be maintained at full pressure. It was, however, found to answer very well for the work-shop boilers. The coal itself is slightly inferior to Warora coal. The following is the result of an analysis:

	Per cent.
Volatile	45½
Carbon	20½
Ash	34

The total amount sanctioned for expenditure on block account is Rs. 13,800. The capital outlay to the 31st December 1894 amounted to Rs. 4,818 and the expenditure during the year to Rs. 4,165, making a total outlay to the 31st December 1895 of Rs. 8,983.

Singareni Colliery.

8. This colliery is worked by the Hyderabad (Deccan) Company, Limited. The colliery consists of—

	Depth. Feet.
No. 1 Incline	300
No. 13 Pit	187
No. 14 Pit	181
No. 15 Pit	150

The following table shows the output and number of persons employed during the last two years:

Year.	Average number of persons employed daily.	Output.				Number of tons raised per person employed.
		Large coal.*	Nut coal.	Slack and dust.	Total.	
		Tons.	Tons.	Tons.	Tons.	Tons.
1894	3,283	173,178	45,699	21,647	240,524	73
1895	4,434	210,898	55,654	26,362	292,914	66

† Men . . 2,695
Women . . 472
Boys . . 203
Girls . . 62
Total . 4,434

The sales during the year are briefly detailed below:

	Tons.
Great Indian Peninsula railway	50,006
East Coast (state) railway	21,470
Madras railway	10,000
Southern Mahratta railway	38,283
South Indian railway	23,000
Bombay, Baroda and Central India railway	18,153
The Nizam's Guaranteed State railway	25,268
Other customers	91,495
Total	277,675

* All coal which will not pass through a ½" mesh is classed as large coal.

Faults of fairly large size were encountered in developing and extending the mines towards the "deep" of the coal-field, but, beyond subjecting the working faces to a temporary check upon under-ground operations, their presence was not allowed to interfere with the gradual development of the colliery, the extensions of which are considerably in excess of any previous year.

In order to increase the immediate future output of the colliery, two new pits are in course of sinking: one, the "Batten" pit, with its accompanying air-shafts, is being sunk further to the deep of the coal-field to a depth of 300 to 400 feet on to the "King" seam, with a diameter of 15 feet in the clear. It will be fitted up with winding, hauling and screening plant for an output of 1,000 tons per day. The other pit, which will be known as No. 6 shaft, is situated to the north-west of the present group of shafts, and has already been sunk midway to the "King" seam, which has been proved to be at a depth of 500 feet. It is probable this pit will also be equipped with plant efficient for dealing with a large output.

The colliery has really been opened for work on 298 days, but "Pay Mondays," "Feast days," and other causes have tended to reduce the average output when calculated on the year's work to a little under 1,000 tons a day.

Although the heapsteads and screens at the four separate mines are arranged for separating the output into the different classes of coal immediately it is raised to the surface, the demand for "Singareni" or "unscreened" coal is so great that a separate class of coal has rarely to be made. The good quality of "Singareni" coal and the very small percentage of slack embraced is winning for it a very wide market, and to meet this rapidly growing demand the new capital developments are being pushed on as quickly as possible.

	Per cent.
Large coal	72
Nut coal	19
Slack coal	9
	100

As the output of the collieries increases, it becomes more and more important to have a thoroughly well equipped workshop, and to this end considerable additions of plant are constantly being made. A new cupola has enabled much to be carried out in the way of casting, and a pair of small winding engines, built entirely at the colliery, have recently been completed. It is probable that the whole of the plant required in connection with the screens and picking belts, etc., as well as all the rolling-stock for the new pits, will be built in the workshops of the colliery.

The workings are at present efficiently ventilated by a small Chandler fan, two furnaces, and exhaust steam in old shafts, but to meet the requirements of the future, a 12-foot Schiele fan has been erected and will shortly be put into use.

The general state of health has been good, and the difficulty in obtaining labour for underground operations is gradually disappearing as the comparatively safe character of the work becomes more generally known from year to year. Attention to matters connected with the health and welfare of the people employed will no doubt tend to encourage those already residing on the field, and much has been done in this direction during the year.

The following table shows the number of accidents that have occurred during the last two years and the number killed and injured, compared with the output and the average number of men employed daily:

Year.	Total number of fatal accidents.	Total number of other accidents.	Number of persons killed.	Number of persons injured.	Average number of persons employed daily.		Number of tons of coal raised of all kinds.		Number of tons of large coal raised.	
					Per fatal accident.	Per death.	Per fatal accident.	Per death.	Per fatal accident.	Per death.
							Tons.	Tons.	Tons.	Tons.
1894	8	10	8	10	410	410	30,065	30,065	21,647	21,647
1895	5	6	5	6	887	887	53,583	53,583	42,180	42,180

Dandot Colliery.

9. This colliery is worked in connection with the North Western (state) railway.

The following table shows the output and number of persons employed during the last two years:

Year.	Average number of persons employed daily.	Output.				Number of tons raised per person employed.
		Large coal.*	Nut coal.	Small and dust.	Total.	
		Tons.	Tons.	Tons.	Tons.	Tons.
1894	1,873	44,911†	3,675	13,437	62,023†	33
1895	1,906	46,171	3,389	16,795	66,355	35

The sum originally sanctioned on block account was Rs. 5,00,000.

The capital outlay to the 31st December 1894 amounted to Rs. 4,91,454, and as the capital transactions of the year resulted in a credit of Rs. 6,975, the outlay on the 31st December 1895 was reduced to Rs. 4,84,479.

The receipts during the year amounted to Rs. 5,41,037, and the expenditure to Rs. 6,09,139, thus showing a net loss of Rs. 68,102, due to expenditure on new minor works charged to the working account of the colliery.

The net profits of the undertaking from the commencement of operations to the end of 1895, credited to the block account, amounted to Rs. 39,555, leaving Rs. 4,44,924 at the debit of the colliery.

A steady output of coal has been maintained from the Pidh mines.

The steam tramways have been kept in good order and the roads are in good repair. The colliery is now well equipped with rolling stock. The 100 one-ton wagons obtained from England, have proved, on the whole, very satisfactory. Some alterations to the buffers, axle boxes, and method of fastening doors are necessary and are gradually being done.

The sanitation of the colliery has been carefully looked after during the year.

The following table shows the number of accidents that have occurred during the last two years and the number killed and injured, compared with the output and the average number of men employed daily:

Year.	Total number of fatal accidents.	Total number of other accidents.	Number of persons killed.	Number of persons injured.	Average number of persons employed daily.		Number of tons of coal raised of all kinds.		Number of tons of large coal raised.	
					Per fatal accident.	Per death.	Per fatal accident.	Per death.	Per fatal accident.	Per death.
							Tons.	Tons.	Tons.	Tons.
1894 . . .	1	18	1	18	1,873	1,873	62,023†	62,023†	44,911†	44,911†
1895 . . .	1	24	1	24	1,906	1,906	66,355	66,355	46,171	46,171

Bhagawala Colliery.

10. This colliery is worked in connection with the North Western (state) railway.

The following table shows the output and number of persons employed during the last two years:

Year.	Average number of persons employed daily.	Output.				Number of tons raised per person employed.
		Large coal.*	Nut coal.	Small and dust.	Total.	
		Tons.	Tons.	Tons.	Tons.	Tons.
1894	798	4,095	49	348	4,492	6
1895	944	3,178	266	2,693	6,137	7

* All coal which will not pass through screens of iron-bars spaced half an inch apart in the clear is classed as large coal.

† Revised figures.

Owing to the nature of the coal as well as to its carriage by pack animals for long distances, the percentage of slack was high, but the quantities of steam and slack shown do not represent the true proportions, as some slack was drawn from stocks previously mined.

The detailed estimates sanctioned on block account for opening out and working the colliery amounted to Rs. 6,13,003. The capital outlay to the 31st December 1894 amounted to Rs. 2,74,650 and the expenditure during the year to Rs. 2,65,753, making a total outlay to the 31st December 1895 of Rs. 5,40,403. To this was added the loss on working, which to the end of 1895 amounted to Rs. 65,891, thus raising the total amount at debit of block account of the colliery to Rs. 6,06,294.

The receipts during the year amounted to Rs. 44,984 and the expenditure to Rs. 86,542, thus showing a net loss of Rs. 41,558.

A standard gauge railway, 7¾ miles in length, from Haranpur to Rewal, was completed and opened for coal traffic on the 31st August 1895. From Rewal station to the foot of the hills, a 2′ 6″ gauge tram line was also constructed.

Both tracks of the Rewal rope incline have been laid and the incline is now ready for the rollers, etc., coming out from England. A temporary winding engine was got up to the top and fully employed for the greater part of the year hauling up permanent-way and bridge material. Some side cutting has still to be done in the cutting at the head of the incline which is too narrow at present. The sidings at the top cannot be laid till the winding engine is out of the way.

Sanction has been accorded to the terminus of the mountain 2′ 6″ gauge railway being (for the present) made at mile 5, on account of the difficulties in banks and cuttings beyond this point. The earthwork, with the exception of some heavy banks and portions of several cuttings, is practically completed. All tunnels were completed and the work on bridges was in progress.

The roads have been maintained in good order during the year.

Only one slight accident, in which one person was injured, occurred during the year; in the previous year, likewise, there was but one accident and that of a similar nature.

Khost Colliery.

11. This colliery is worked in connection with the North Western (state) railway.

The colliery at present consists of mainways and adits; of these all are now practically worked out except No. 4 and Takrai, on which work is going on.

	Feet.
Progress on Adit No. 4	975
Progress on Takrai	2,054

The following table shows the output and number of persons employed during the last two years:

Year.	Average number of persons employed daily.	Output.				Number of tons raised per person employed.
		Large coal.*	Nut coal.	Small and dust.	Total.	
		Tons.	Tons.	Tons.	Tons.	Tons.
1894	409	8,266	721	8,072	17,159	43
1895	352	9,327	791	6,880	16,998	48

The increase in output in all classes of coal, except small and dust, during the year was chiefly due to working back in the mines.

The sum originally sanctioned on block account was Rs. 1,00,000, and a further sum of Rs. 50,000 was sanctioned to be met from the profits realized from the working of the colliery.

The capital outlay to the 31st December 1894 amounted to Rs. 1,59,387 and the expenditure during the year to Rs. 5,872, making a total to the 31st December 1895 of Rs. 1,65,259.

* All coal which will not pass through screens of iron-bars spaced half an inch apart in the clear is classed as large coal.

The receipts during the year amounted to Rs. 2,32,260 and the expenditure to Rs. 1,63,300, thus showing a net gain of Rs. 68,960, equivalent to a return of 41·73 per cent. on the capital outlay.

The net profits of the undertaking from the commencement of operations to end of 1895 credited to the block account amounted to Rs. 2,24,124, leaving Rs. 58,865 at credit of the colliery.

Working back continued in all the mines except the Takrai dips. The output will now diminish each month as the mines are nearly exhausted.

The Takrai dips are now in course of opening out, and should by the time the other workings are exhausted take their place up to 500 tons of steam coal per month. New winding machinery will be required, and the present make-shift plant will do for opening out a new pair of dips.

The ventilation of the colliery is good in all mines. A six-foot exhaust fan is expected from England for the Takrai dips.

The following table shows the total number of accidents that have occurred during the last two years and the number killed and injured, compared with the output and average number of men employed daily:

Year.	Total number of fatal accidents.	Total number of other accidents.	Number of persons killed.	Number of persons injured.	Average number of persons employed daily.		Number of tons of coal raised of all kinds.		Number of tons of large coal raised.	
					Per fatal accident.	Per death.	Per fatal accident.	Per death.	Per fatal accident.	Per death.
							Tons.	Tons.	Tons.	Tons.
1894 . . .	3	7	4	7	183	100	5,720	4,290	2,789	2,092
1895 , . .	1	6	1	9	352	352	16,998	16,998	9,327	9,327

Sharigh Colliery.

12. This colliery, which is worked in connection with the North Western (state) railway, has the following five mainways:

	Feet.
No. 1 Adit mainway, west	533
No. 3 Adit mainway, east	1,035
No. 5 Adit mainway, west	1,169
No. 6 Adit mainway, east	573
No. 6 Adit mainway, west	649

The following table shows the output and number of persons employed during the last two years:

Year.	Average number of persons employed daily.	Output.				Number of tons raised per person employed.
		Large coal.*	Nut coal.	Small and dust.	Total.	
		Tons.	Tons.	Tons.	Tons.	Tons.
1894 . . .	200	2,242	383	1,714	4,339	22
1895 . . .	230	3,148	180	2,933	6,261	27

The increase of 1,922 tons in the total output was due chiefly to working back having been started in a number of the mines.

The sum sanctioned for expenditure on block account is Rs. 25,000.

The capital outlay to the 31st December 1894 amounted to Rs. 17,641 and the expenditure during the year to Rs. 2,331, making a total outlay to the 31st December 1895 of Rs. 19,972.

The receipts during the year amounted to Rs. 76,027 and the expenditure to Rs. 54,080, thus showing a net gain of Rs. 21,947, equivalent to a return of 109·89 per cent. on the capital outlay.

The total profits on the working from the commencement of operations to the end of the year credited to block account amounted to Rs. 12,832, which reduced the amount at debit of the colliery to Rs. 7,140.

* All coal which will not pass through screens of iron-bars spaced half an inch apart in the clear is classed as large coal.

Adits Nos. 1, 3, 5 and 6 continue to be worked back and all exposed coal is of fair quality, but in most places the coal is intimately mixed with stone bands which make it troublesome to work and also tend to lessen the percentage of steam coal. No. 4 mine has been fully worked out and is now closed.

The mines are capable of turning out 4,000 tons of steam coal per annum for four or five years, when all will be worked out.

The following table shows the total number of accidents that have occurred during the last two years, and the number killed and injured compared with the output and the average number of men employed daily :

Year.	Total number of accidents.	Total number of other accidents.	Total number killed.	Number of persons employed daily.	Average number of persons employed daily.		Number of tons of coal raised of all kinds.		Number of tons of large coal raised.	
					Per fatal accident.	Per death.	Per fatal accident.	Per death.	Per fatal accident.	Per death.
							Tons.	Tons.	Tons.	Tons.
1894 .	...	..	...	...	...	...	...	...	...	...
1895 .	2	2	2	3	115	115	3,131	3,131	1,574	1,574

Ventilation has been fair throughout the year.

Coal mine near Mach.

13. A new coal mine has been found near Mach which, it is hoped, may turn out a success and serve the Bolán as Khost has served the Sind-Pishin line.

Baluchistan coal-fields.

14. The collieries worked in the Baluchistan Agency are situated in the Harnái Valley, near Gundak (north of Quetta), and in the Sor range to the east of Quetta.

The collieries in the Harnái Valley, *viz.*, Khost and Sharigh, worked by the North Western (state) railway, are separately referred to in paragraphs 11 and 12.

The colliery near Gundak, north of Quetta, has been abandoned since 1892 by the private contractors who worked the mines, as it did not prove a financial success.

The Sor range colliery is the source from which all the coal used in Quetta is supplied. Coal has been found to exist on the eastern slope of this range for a length of nearly 30 miles, but on the northern portion it is of very poor quality and the seams are very shallow. In the remaining portion of the field four native concessionaires were extracting coal during the past year, only one of whom, however, worked with any system.

The coal from this range is as a rule of a very friable nature, crumbling to dust after exposure to the air for a short time. That from the southern portion of the range is, however, reported to be much harder and of a better quality generally, but the greater distance from Quetta and the difficulties of transport prevent greater advantage being taken of this fact. However, this is the portion of the range which is nearest to the Mushkaf-Bolán (state) railway, and it is to be hoped that when this line is opened for traffic it may be found worth while to start working on more scientific lines. A small quantity of this coal is at present used on this line, and though its friable nature is complained of yet it is reported that a fair heat is obtained from it.

Altogether 3,960 tons of coal were extracted during the year, which was used principally in brick manufacture, manufacture of briquettes for domestic use, and for smithy purposes.

No accidents have been reported during the year, but it is probable that some slight ones have occurred, as the soil is treacherous and the shoring and timbering of the galleries and adits is, as a rule, but indifferently attended to.

Petroleum at Khattan.

15. The Khattan petroleum borings, which were taken over from Government by a private Syndicate in July 1893, were abandoned in 1894 and no further operations have since been carried out.

Experimental petroleum borings at Sukkur and Kundra.

16. The experimental borings for petroleum oil at Sukkur was carried down to a depth of 1,500 feet, without detecting any undoubted signs of the presence of oil, but before abandoning the work Government have ordered the borings to be taken down to a further depth of 200 feet.

Traces of oil have been discovered at the surface near the village of Kundra, about 8 miles south of Rohri, and under the orders of Government, arrangements are being made for sinking a well there to a depth of 50 feet, or less if the water level is first reached.

Total coal production.

17. The statement on the next page shows the quantity, in tons, of coal produced in India during the last sixteen years.

STATEMENT No. 7.

Quantity, in tons, of coal produced in India during the last sixteen years.

YEARS.	PROVINCES.									
	Bengal.	Punjab.	Central Provinces.	Assam.	Central India.	Nizam's Territory.	Madras.	Baluchistan.	Burma.	TOTAL.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1880	988,565	...	31,228	...	...	...	...	...	...	1,019,793
1881	930,203	...	67,527	...	...	...	...	...	...	997,730
1882	1,038,872	...	91,370	...	...	...	...	...	...	1,130,242
1883	1,200,957	...	115,019	...	...	...	...	...	...	1,315,976
1884	1,257,392	...	121,833	16,493	2,100	...	...	...	...	1,397,818
1885	1,123,700	...	119,116	43,707	7,698	...	...	...	...	1,294,221
1886	1,186,802	...	117,287	70,359	13,539	...	...	...	...	1,388,487
1887	1,319,090	7,523	128,981	89,302	15,497	3,259	...	411	...	1,564,063
1888	1,380,594	11,249	157,768	101,528	41,580	13,382	...	2,802	...	1,708,903
1889	1,541,356	22,835	144,465	116,676	52,956	59,646	...	8,238	...	1,946,172
1890	1,626,245	40,677	137,022	145,708	77,842	125,486	...	15,541	...	2,168,521
1891	1,747,122	60,714	141,736	154,208	69,741	144,668	20	10,368	...	2,328,577
1892	1,920,050	66,352	132,005	164,050	88,623	149,601	61	13,284	3,670	2,537,696
1893	1,902,866	77,294	135,118	164,420	94,348	157,421	502	20,094	9,938	2,562,001
1894	2,035,934	66,467	140,495	169,448	132,837	240,525	1,337	21,498	12,111	2,820,652
1895	2,345,761	72,493	122,776	172,717	118,479	292,915	1,737	23,259	17,289	3,167,426

CHAPTER V.

Stores.

Expenditure in England.—The total expenditure on state railway stores contracted for in England through the agency of the India Office during the calendar year 1895 was:

	£
A. Bridge-work	91,500
B. Engineer's plant	18,000
C. Workshop machinery	19,500
D. Permanent-way	436,500
E. Locomotive and rolling-stock	285,500
F. Station materials and fencing	16,500
G. Tools and stores	51,000
TOTAL	918,500

2. *Expenditure in India.*—The stores purchased locally by the Port Storekeeper, Calcutta, and the Marine Storekeeper, Bombay, amounted to Rs. 4,45,308 and Rs. 31,798 respectively.

3. *Cost of establishments at ports.*—The cost to state railways of the establishments maintained at Calcutta and Bombay was:

	Rs.
Calcutta	22,323
Bombay	2,036
TOTAL	24,359

4. *Ships employed.*—The number of ships employed in bringing state railway stores, including stores procured for native state lines, during the calendar year 1895, was:

	No.	Tons.	Approximate value of stores received at each port. Rs.
To Bombay	48	7,512	9,71,863
„ Calcutta	117	21,777	40,58,821
„ Karrachee	*57	65,642	58,91,181
„ Rangoon	27	1,914	2,80,858
„ Vizagapatam	26	17,973	23,09,193
TOTAL	275	114,818	1,34,11,916

5. *Credits to Civil Department on account of insurance.*—During the year 1895-96, Rs. 68,970 were credited to the Civil Department on account of the charge of one-half per cent. for insurance.

6. *Closing of the Port Stores Reserve Depôt at Calcutta.*—The necessity for the Port Stores Reserve Depôt at Calcutta having ceased, the Government of India, in October 1895, ordered that it should be closed, the serviceable stores being transferred at reasonable prices to the Eastern Bengal (state) railway and those that were unserviceable sold by public auction.

Capital locked up in stores.

7. Statement No. 8 on the two following pages shows the stores balances on the standard and metre gauge railways on the 31st December 1895, as compared with the previous year.

* Thirty-nine of these brought out also some Public Works stores.

STATEMENT No. 8.

Capital locked up in stores on the standard and metre gauge railways on the 31st December 1895.

Serial No.	RAILWAY.	Balance on 31st December 1894.	Balance on 31st December 1895.	RATIO OF BALANCE TO THE ISSUES OF STORES DURING 1895.		BALANCE PER MILE OF SINGLE TRACK, INCLUDING SIDINGS, ON 31ST DECEMBER 1895.		PERCENTAGE OF CAPITAL OUTLAY LOCKED UP IN STORES ON TOTAL CAPITAL OUTLAY.	BALANCE PER TRAIN-MILE.		Value of surplus stores available for sale or transfer on 31st December 1895.
				Issues.	Ratio.	Total length of single track, including sidings.	Balance per mile of single track, including sidings.	Total capital outlay up to 31st December 1895.	Percentage.	Total train-mile-age during 1895.	Balance per train-mile.	
		Rs.	Rs.	Rs.		Miles.	Rs.	Rs.		Miles.	Rs.	Rs.
	STANDARD GAUGE.											
	State lines worked by companies.	(a)	(a)									
I	EAST INDIAN . .	67,00,338	78,01,586	37,47,458	0·80	2,618·53	2,979	36,02,18,845	2·05	40,836,346	0·71	28,118
II	BENGAL-NAGPUR . . .	28,23,557	26,12,147	11,97,113	2·18	959·11	2,724	9,86,46,790	2·74	1,368,777	1·73	..
III	INDIAN MIDLAND (b) . .	14,63,906	15,61,421	15,64,647	1·14	1,030·23	1,516	10,73,66,736	1·46	1,411,942	1·11	18,000
V	GODAVA-RUTLAM-NAGDA .	5,23,836	59,830	13,03,861	0·04	128·70	305	1,55,52,985	0·34	264,004	0·19	...
VII	DHOND-MANMAD . . .	879	61,077	(c)	(c)	159·03	382	1,13,18,247	0·54	524,889	0·11	...
	TOTAL .	1,15,20,316	1,30,86,822	1,36,12,894	0·89	4,896·35	2,469	61,30,93,116	1·97	14,655,888	0·82	46,118
	State lines worked by the State.	(d)	(d)									
XII	NORTH WESTERN (STATE) .	1,07,35,072	93,95,032	1,42,99,024	0·66	3,595·81	2,931	43,74,11,053	2·17	9,223,309	1·01	2,73,694
XIII	HYDERABAD-SHADUPALLI .	12,166	6,273	16,944	0·37	63·13	99	17,74,095	0·35	54,426	0·11	...
XIV	OUDH AND ROHILKHAND (STATE) AND BAREILLY-RAMPUR-MORADA-BAD, INCLUDING LUCKNOW RAE-BARELI SECTION.	21,83,679 / 95,204	27,85,733	49,23,573	0·57	915·64	3,012	10,48,99,328	2·65	2,931,749	0·93	3,85,531
XV	EASTERN BENGAL (STATE) (e)	20,06,617	19,83,019	36,02,903	0·52	1,069·16	1,771	10,73,16,616	1·75	3,397,178	0·55	21,016
XVI	BENGAL CENTRAL . . .	87,408	84,334	46,797	1·80	145·75	579	1,01,77,406	0·83	324,310	0·26	21,000
XVIII	EAST COAST (STATE) . .	16,72,609	17,74,498	43,83,181	0·40	426·21	3,646	4,73,21,295	3·74	721,516	2·46	...
	TOTAL .	1,67,93,695	1,59,28,953	2,72,74,422	0·58	5,850·44	2,709	69,90,80,563	2·28	4,83,04,488	0·95	7,01,341
	Lines worked by guaranteed companies.											
XXIV	GREAT INDIAN PENINSULA .	55,23,661	50,74,695	64,74,736	0·78	1,999·91	537	27,66,30,236	1·85	3,186,715	0·62	6,83,897
XXV	BOMBAY, BARODA AND CENTRAL INDIA.	23,23,427	27,18,741	46,86,432	0·56	641·19	4,240	10,05,90,920	2·72	2,610,893	1·04	44,194
XXVI	MADRAS (b)	23,37,432	28,10,089	25,06,370	1·12	1,021·64	2,724	13,16,83,451	2·31	2,569,498	1·09	3,69,000
	TOTAL .	1,12,69,520	1,06,03,525	1,36,67,538	0·76	3,672·74	2,887	50,19,05,157	2·11	13,367,106	0·79	10,97,091
	Assisted company.											
XXVII	DELHI-UMBALLA-KALKA .	45,113	6,995	38,118	0·18	178·73	39	1,55,06,126	0·04	546,447	0·01	6,995
	TOTAL .	45,113	6,995	38,118	0·18	178·73	39	1,55,06,126	0·04	546,447	0·01	6,995
	Lines owned by native states and worked by companies.											
XXXI	KHAMGAON	432	482	(c)	(c)	8·42	57	5,20,947	0·09	16,892	0·03	482
XXXII	AMRAOTI	7,995	6,563	1,342	4·89	6·00	1,077	4,49,988	1·46	23,570	0·28	...
XXXVI	THE NIZAM'S GUARANTEED STATE (b).	4,98,447	5,75,786	8,14,322 (f)	0·71	366·37	1,491	4,20,75,460	1·40	759,502	0·76	...
XXXVII	THE GAEKWAR'S PETLAD .	11,760	9,803	1,961	5·00	15·12	649	7,23,189	1·36	19,544	0·50	...
	TOTAL .	5,18,603	5,92,639	8,17,625	0·72	416·00	1,425	4,37,69,584	1·35	819,508	0·72	482
	Line owned by native state and worked by state railway agency.											
XL	RAJPURA-BHATINDA . .	21,477	19,542	12,250	1·60	122·37	160	67,02,457	0·29	299,239	0·06	...
	TOTAL .	21,477	19,542	12,250	1·60	122·37	160	67,02,457	0·29	299,239	0·06	...
	TOTAL STANDARD GAUGE .	4,01,71,618	3,92,38,479	5,58,20,414	0·71	15,166·23	2,587	1,84,92,83,236	2·09	106,788,009	0·99	18,51,927

(a) Including sales, London stores, manufactures and other similar suspense items, as these items are not shown in the figures of other lines; but excluding the balances of the late Nalkati railway stores which was a special gauge railway at the time.
(b) Including branch lines worked.
(c) Information not available.
(d) Excluding the Ahl rack materials.
(e) Including the stores transactions of the narrow gauge sections, the figures of which are not given separately.
(f) As this line is worked at the same percentage of expenses to earnings as the Bombay, Baroda and Central India railway, stores issued for revenue purposes are not charged directly to it.

STATEMENT No. 8—*concld.*

Capital locked up in stores on the standard and metre gauge railways on the 31st December 1895—concld.

Serial No.	RAILWAY.	Balance on 31st December 1894.	Balance on 31st December 1895.	RATIO OF OUTLAY TO THE ISSUES OF STORES DURING 1895.		BALANCE PER MILE OF SINGLE TRACK, INCLUDING SIDINGS, ON 31ST DECEMBER 1895.		PERCENTAGE OF CAPITAL OUTLAY LOCKED UP IN STORES ON TOTAL CAPITAL OUTLAY.		BALANCE PER TRAIN-MILE.		Value of surplus Stores available for sale or transfer on 31st December 1895.
				Issues.	Ratio.	Total length of single track, including sidings.	Balance per mile of single track, including sidings.	Total capital outlay up to 31st December 1895.	Percentage.	Total train-mile-age during 1895.	Balance per train-mile.	
		Rs.	Rs.	Rs.		Miles.	Rs.	Rs.		Miles.	Rs.	Rs.
	METRE GAUGE.											
	State lines worked by companies.											
XLIII	BENGAL AND NORTH-WESTERN—											
	TIRHOOT SECTION	7,25,483	6,05,003	12,67,217	0·55	852·19	816	5,46,67,312	1·27	1,737,035	0·40	...
	COMPANY'S SECTION											
XLV	RAJPUTANA-MALWA	45,41,491	49,00,277	51,30,533	0·97	1,921·66	2,603	12,37,44,313	3·77	6,270,900	0·80	60,909
XLVII	SOUTHERN MAHRATTA (a)	19,77,324	19,47,917	29,64,355	0·94	1,704·46	1,143	12,17,94,895	1·59	3,347,992	0·58	96,336
L	SOUTH INDIAN (a)	26,21,175	28,62,294	29,89,458	0·96	1,182·84	2,479	7,74,07,147	3·69	3,338,813	0·86	2,76,220
LI	MAYAVARAM-MUTUPET	16,372	...	5,122	...	50·39	...	24,47,438	...	130,411	...	...
LII	ASSAM-BENGAL	42,66,632	56,06,853	58,93,789	1·06	149·61	88,091	1,08,34,917	18·15	160,277	33·63	...
	TOTAL	1,41,42,367	1,62,03,344	1,83,50,624	0·96	86,70 15	2,760	39,98,86,225	4·05	14,994,428	1·08	4,33,679
	State lines worked by the State.											
LIII	EASTERN BENGAL (STATE)— NORTHERN AND BIHAR SECTIONS (INCLUDING THE KAUNIA DHARLA, 2' 6" GAUGE, BRANCH)	Included in the stores transactions of the standard gauge section.										
	DACCA SECTION											
LIV	BURMA (STATE)	(b) 14,55,747	12,24,391	13,70,726	0·89	972·83	1,259	7,30,96,575	1·67	2,008,780	0·61	65,757
	TOTAL	14,55,747	12,24,391	13,70,726	0·89	972·83	1,259	7,30,96,575	1·67	2,008,780	0·61	65,757
	Assisted companies.											
LVII	DEOGHUR	1,847	1,906	4,627	0·41	5·41	352	2,88,086	0·66	11,860	0·16	...
LVIII	ROHILKUND AND KUMAON (COMPANY'S SECTION) (a)	1,77,202	1,76,999	2,18,884	0·78	317·44	839	1,08,00,716	1·58	465,536	0·37	5,407
LIX	BENGAL DOOARS	18,692	36,834	20,856	1·81	43·63	844	23,26,476	1·53	38,866	0·95	...
LX	DIBRU-SADIYA	1,77,213	2,31,356	2,30,396	1·00	57·16	2,634	74,02,729	3·13	180,904	1·28	15,477
	TOTAL	3,74,469	4,41,095	4,74,207	0·93	423·64	972	2,08,18,007	2·12	697,256	0·63	20,884
	Lines owned and worked by native states.											
LXVII	JODHPORE-BICKANEER—											
	JODHPORE SECTION	1,23,696	1,31,284	2,14,998	0·61	330·00	398	64,32,934	2·04	296,330	0·44	...
	BICKANEER SECTION	...	...	...	...	...	...	...	...	...	...	...
LXVIII	JODHPORE-CHITOR	Information not received from the Durbar.										
LXIX	BHAVNAGAR GONDAL-JUNAGARH-PORBANDAR (a)	2,16,950	3,19,358	7,48,400	0·43	(c)415·43	769	1,91,03,017	1·67	601,157	0·53	45,689
	TOTAL	3,40,646	4,50,642	9,63,398	0·47	745·43	605	2,55,35,951	1·76	897,487	0·50	45,689
	Foreign line.											
LXXIV	WEST OF INDIA PORTUGUESE	1,97,485	1,94,543	(d)	(d)	62·85	3,095	1,63,31,966	1·19	103,014	1·89	(d)
	TOTAL	1,97,485	1,94,543	...	...	62·85	3,095	1,63,31,966	1·19	103,014	1·89	...
	TOTAL METRE GAUGE	1,65,30,724	1,85,14,015	1,96,58,963	0·94	8,104·90	2,284	53,46,70,334	3·46	18,700,963	0·90	5,65,979

(a) Including branch lines worked.
(b) The difference (Rs. 5,94,388) between this figure and that shown in the annual return of stores transactions represents, the value of stores for the rolling-stock of the Mu Valley section held under locomotive stores of this railway for the time being.
(c) Excluding 3·25 miles in dock estates and quarry lines constructed and maintained by the states themselves.
(d) Information not available.

CHAPTER VI.

Rolling-stock (Capital).

Statement No. 9 on pages 66 to 69 gives details of the locomotives and vehicles on the standard and metre gauge railways at the end of 1894 and 1895, and Statement No. 10 on pages 70 to 73 shows the value of the stock at the close of 1895.

Rolling-stock adapted for military purposes.

2. Statement No. 11 on pages 74 to 77 shows the number of vehicles on the standard and metre gauge railways adapted for military purposes as existing on the 31st December 1895.

Fittings for Lushai and Collis' dandies were provided in the 23 ambulance carriages of the Bengal-Nágpur railway.

On the Eastern Bengal (state) railway, 99 vehicles (standard gauge) were fitted with arm racks during the year 1895.

Seven third class carriages on the Bengal and North-Western railway have been fitted with racks for suspending rifles, making a total of 141.

Brakes.

3. Statement No. 12 on pages 78 and 79 shows the number of locomotives and vehicles on the standard and metre gauge railways fitted with automatic vacuum brakes on the 31st December 1895.

On the East Indian railway, 144 vehicles were fitted with vacuum brakes complete during the year.

None of the stock on the Bengal-Nágpur railway has as yet been fitted with any form of continuous brakes, but it is proposed to fit vacuum brake pipes on a number of the through coaching stock.

On the Eastern Bengal (state) railway, 63 vehicles (standard gauge) and 5 engines and 16 vehicles (metre gauge) were fitted with the vacuum brake during the year 1895, and 11 vehicles (standard gauge) and 13 vehicles (metre gauge) were fitted with train piping.

On the Great Indian Peninsula railway, the rolling-stock fitted with the automatic vacuum brake shows an increase during the year 1895 of 26 locomotives and 337 vehicles.

On the Madras railway, vacuum brake gear for 15 engines and 50 carriages has recently been received from England, and the work of fitting a portion of the stock is being rapidly pushed on with. An indent for a further supply of gear for 10 engines and 50 carriages is now under compliance.

None of the Southern Mahratta railway stock has yet been fitted with the automatic vacuum brake, but the Westinghouse brake has been fitted to 3 locomotives and 19 coaching vehicles.

On the South Indian railway, 27 coaches have, during the year 1895, been provided with pipes to enable them to run on vacuum brake trains, making a total of 36 so fitted up to date. The fitting of the remaining bogie coaching stock is in hand.

All "P" class locomotives and coaching stock that were erected and built on the Assam-Bengal railway up to the end of the year, were fitted with the automatic vacuum brake, but none of the goods vehicles. As only mixed trains run, the vacuum brake could not be used except on the locomotives where it acted well.

Couplings.

4. On the North Western (state) railway, 9,884 vehicles had been fitted with screw couplings at both ends by the 31st December 1895, leaving 1,988 vehicles still to be fitted.

On the Great Indian Peninsula railway, 296 couplings were fitted to the wagon stock at one end during the year 1895, making a total of 4,141 wagons so fitted.

On the Bombay, Baroda and Central India railway, the 380 covered wagons constructed for working the Godhra-Ratlam-Nagda railway have screw couplings at both ends.

On the Madras railway, 296 wagons were fitted with two couplings during the year 1895, the total number on the 31st December 1895 being as follows:

Wagons fitted with two screw couplings	2,234
Ditto centre chains	807

On the South Indian railway, the stock is being rapidly fitted with Jones' flexible buffer couplings, and the following table represents the state of this work:

	Previously fitted.	Fitted during the year.	Total.
Coaching vehicles	637	168	805
Goods vehicles	1,786	227	2,013

On the Burma (state) railway, the work of fitting engines (excluding shunting engines) with duplex couplings was continued during the year.

Lighting of railway carriages with gas on Pintsch's system.

5. On the East Indian railway, 46 vehicles were fitted during the year with gas lamps on Pintsch's system, making a total of 190 so fitted up to the 31st December 1895. After completing the first order of 180, 10 have been fitted under the second order for 150 vehicles, leaving 140 at end of 1895 to be fitted.

The following stock on the Indian Midland railway has been fitted with gas on Pintsch's system:

First class carriages	10
Composite	4
Second class carriages	4
Third class carriages	18
Post office	4
Brake-vans	7
Inspection carriage	1
Reserved carriages	3

During the year 1895, 364 vehicles were fitted for Pintsch's gas on the Great Indian Peninsula railway, making a total of 403 at the end of the year.

On the Madras railway, a complete set of gas plant and fittings for carriage lighting on Pintsch's system was received at the latter part of the year 1895, and the plant was erected and gas lighting introduced early in November. At the end of the year, a total of 102 carriages had been fitted, and both mail trains are now lighted by gas.

Lighting carriages with Pintsch's gas has not yet been introduced on the Southern Mahratta railway, but an estimate has been prepared and sent forward for the sanction of Government.

By the end of 1895, the erection of the gas-making plant on the Assam-Bengal railway had not been completed, but all the material was ready for fitting the coaches with Pintsch's gas lamps, and as soon as arrangements are completed for the manufacture of gas, the system will be brought into use.

Committee of Locomotive and Carriage and Wagon Superintendents.

6. The Government of India, while expressing their appreciation of the good work hitherto done by the Committee of Locomotive and Carriage Superintendents, have ruled that the meetings of the Committee should be held not oftener than once in two years, with a view to giving the members of Sub-Committees a better opportunity of considering their reports during the interval between two general meetings.

Retiring accommodation for females.

7. Statement No. 13 on page 80 furnishes details of the number of carriages that have been fitted with retiring accommodation for females, in compliance with the requirements of section 64 of the Indian Railways Act, IX, 1890.

STATEMENT

Number of locomotives and vehicles on the standard

Serial No.	RAILWAY.	OPEN MILEAGE.		LOCOMOTIVES.		COACHING VEHICLES.	
		On the 31st December 1894.	On the 31st December 1895. (From statement No. 32, pages 139 to 141).	Number on the 31st December 1894.	Number on the 31st December 1895.	Number on the 31st December 1894.	Number on the 31st December 1895.
	STANDARD GAUGE.	Miles.	Miles.	No.	No.	No.	No.
	State lines worked by companies.						
I	EAST INDIAN (a)	1,847·74	1,883·82	580	606	1,219	1,237
II	BENGAL-NÁGPUR	860·88	860·88	103	111	293	293
III	INDIAN MIDLAND (b)	734·46	922·21	117	111	353	352
IV	BHOPAL-ITÁRSI (BRITISH SECTION)	(13·11)	(13·11)	Worked by	the Indian	Midland railway.	
V	GODHRA-RUTLAM-NAGDA	(115·50)	(115·33)	Worked by	the Bombay,	Baroda and	Central India
VI	WARDHA COAL	(44·88)	(44·88)	Worked by	the Great Indian Peninsula railway.		
VII	DHOND-MANMÁD	(145·44)	(145·44)				
VIII	EAST COAST (STATE) (BEZWADA EXTENSION)	(20·58)	(20·58)	Worked by	the Nizam's	Guaranteed State railway.	
	TOTAL	3,443·08	3,656·91	800	818	1,865	1,882
	State lines worked by the State.						
XII	NORTH WESTERN (STATE) (c)	2,612·21	2,660·00	588	589	(d) 1,520	(d) 1,541
XIII	HYDERABAD-SIRADIALI	(58·91)	(58·91)	Worked by	the North	Western (state) railway.	
XIV	OUDH AND ROHILKHAND (STATE)	796·64	797·18	156	166	471	488
XV	EASTERN BENGAL (STATE) (e)	373·50	374·23	97	109	445	457
XVI	BENGAL CENTRAL	(125·01)	(125·01)	Worked by	the Eastern	Bengal (state) railway.	
XVII	CALCUTTA PORT COMMISSIONERS'	6·22	8·53	6	6	...	...
XVIII	EAST COAST (STATE)	(f) 351·27	426·89	38	43	117	193
	TOTAL	4,139·84	4,266·83	885	913	2,563	2,679
	Lines worked by guaranteed companies.						
XXIV	GREAT INDIAN PENINSULA (g)	1,490·24	1,490·24	605	605	1,125	1,136
XXV	BOMBAY, BARODA AND CENTRAL INDIA (h)	539·75	539·58	143	162	436	445
XXVI	MADRAS (i)	849·22	849·22	163	166	632	632
	TOTAL	2,929·21	2,929·04	911	933	2,193	2,213
	Assisted companies.						
XXVII	DELHI-UMBALLA-KALKA	(161·40)	(161·40)	Worked by	the East Indian railway.		
XXVIII	TARKESSUR	(22·23)	(22·23)				
	TOTAL	(183·63)	(183·63)	...	...	...	...
	Lines owned by native states and worked by companies.						
XXXI	KHÁNDESH	(7·55)	(7·55)	Worked by	the Great Indian Peninsula railway.		
XXXII	AMBAJOTI	(5·44)	(5·44)				
XXXIII	BÍNA-GOONA	...	(72·15)	Worked by	the Indian	Midland railway.	
XXXIV	BHOPAL-UJJAIN	...	(113·52)				
XXXV	BHOPAL-ITÁRSI (NATIVE STATE SECTION)	(44·00)	(44·28)				
XXXVI	THE NIZAM'S GUARANTEED STATE (j)	352·90	350·71	50	50	111	111
XXXVII	THE GAEKWAR'S PETLÁD	(13·35)	(13·35)	Worked by	the Bombay,	Baroda and	Central India
XXXVIII	KOLAR GOLD-FIELDS	(10·00)	(10·00)	Worked by	the Madras	railway.	...
	TOTAL	352·90	350·71	50	50	111	111
	Lines owned by native states and worked by state railway agency.						
XL	RÁJPURA-BHÁTINDA	(107·94)	(107·94)	Worked by	the North Western (state)	railway.	
XLI	JAMMU AND KASHMIR (NATIVE STATE SECTION)	(15·92)	(15·92)				
	TOTAL	(123·86)	(123·86)	...	...	...	...
	TOTAL STANDARD GAUGE	10,865·13	11,213·49	2,646	2,714	6,732	6,885

N.B.—The mileages shown within brackets are not included in the totals as they are included with the mileages of the home lines.

No. 9.

and metre gauge railways on the 31st December 1895.

Goods vehicles.		Brake-vans.		Cranes.		Total number of vehicles.		Serial No.	Remarks.
Number on the 31st December 1894.	Number on the 31st December 1895.	Number on the 31st December 1894.	Number on the 31st December 1895.	Number on the 31st December 1894.	Number on the 31st December 1895.	Number on the 31st December 1894.	Number on the 31st December 1895.		
No.	No.	No.	No.	No.	No.	No.	No.		
8,999	9,649	341	341	20	20	10,579	11,247	I	(a) Including the Delhi-Umballa-Kalka and Tackesur railways.
3,407	3,407	123	123	8	8	3,531	3,531	II	
2,060	2,060	126	126	8	8	2,547	2,546	III	(b) Including the Bhopal-Itárei, the Bina-Goona and the Bhopal-Ujjain railways.
...	...	...	...	...	...	...	...	IV	
railway.	...	...	...	...	...	...	...	V	
...	...	...	...	...	...	...	...	VI	
								VII	
...	...	...	...	...	...	...	...	VIII	
14,466	15,116	590	590	36	36	16,957	17,624		
10,063	10,031	511	503	44	44	12,148	12,122	XII	(c) Including the Hyderabad-Shadipalli and the Rajpura-Bhatinda railways, and the Jammu and Kashmir railway (Native state section), but excluding the narrow gauge stock formerly used on the metre gauge section of the old Bolán railway (Quetta loop) and on the Forozepore tramway.
...	...	...	...	...	...	...	...	XIII	
4,361	4,357	120	120	16	16	4,993	4,981	XIV	(d) Including 4 saloon carriages and one Inspection carriage belonging to the Punjab Government and to the Engineer-in-Chief, Mári-Attock railway, respectively.
2,068	2,068	63	63	4	5	2,580	2,593	XV	
...	...	...	...	...	...	...	...	XVI	
172	172	...	...	...	...	172	172	XVII	(e) Including the Bengal Central railway.
832	1,086	27	35	2	2	978	1,316	XVIII	(f) Excluding 2·99 miles of metre-gauge line.
17,496	17,714	721	724	66	67	20,846	21,184		
7,873	7,824	590	633	47	47	9,635	9,640	XXIV	(g) Including the Wardha Coal, the Dhond-Manmád, the Khamgáon, and the Amráoti railways.
3,991	4,216	94	94	3	3	4,524	4,758	XXV	(h) Including the Godhra-Ratlam-Nagda, open section, and the Gaekwar's Pethái railways.
2,723	2,809	172	174	7	7	3,534	3,622	XXVI	(i) Including the Kolar Gold-fields railway.
14,587	14,849	856	901	57	57	17,693	18,020		
								XXVII	
...	...	...	...	...	...	...	...	XXVIII	
...	...	...	...	...	...	...	...		
								XXXI	
...	...	...	...	...	...	...	...	XXXII	
								XXXIII	
...	...	...	...	...	...	...	...	XXXIV	
								XXXV	
730	773	41	41	5	5	887	930	XXXVI	(j) Including the Bezwada extension (East Coast state railway), also 3·10 miles of line worked over twice by each train.
railway.	...	...	...	...	...	...	...	XXXVII	
...	...	...	...	...	...	...	...	XXXVIII	
730	773	41	41	5	5	887	930		
								XL	
...	...	...	...	...	...	...	...	XLI	
...	...	...	...	...	...	...	...		
47,279	48,452	2,208	2,256	164	165	56,383	57,758		

STATEMENT

Number of locomotives and vehicles on the standard

Serial No.	RAILWAY.	OPEN MILEAGE.		LOCOMOTIVES.		COACHING VEHICLES.	
		On the 31st December 1894.	On the 31st December 1895. (From statement No. 32, pages 139 to 141).	Number on the 31st December 1894.	Number on the 31st December 1895.	Number on the 31st December 1894.	Number on the 31st December 1895.
	METRE GAUGE.	Miles.	Miles.	No.	No.	No.	No.
	State lines worked by companies.						
XLIII	BENGAL AND NORTH-WESTERN—						
	TIRHOOT SECTION	756·30	756·30	100	105	350	351
	COMPANY'S SECTION						
XLIV	ROHILKUND AND KUMAON (LUCKNOW-BAREILLY SECTION)	(231·17)	(231·17)	Worked by the Rohilkund and Kumaon railway Company.			
XLV	RAJPUTANA-MALWA (a)	1,783·93	1,844·16	440	446	1,279	1,299
XLVI	PÁLANPUR-DEESA	(17·28)	(17·28)	Worked by the Rajputana-Malwa railway.			
XLVII	SOUTHERN MAHRATTA (b)	1,553·21	1,553·21	(c) 220	220	715	715
XLVIII	GUNTAKAL-MYSORE FRONTIER	(119·50)	(119·50)	Worked by the Southern Mahratta railway.			
XLIX	SOUTHERN MAHRATTA (MYSORE SECTION)	(296·00)					
L	SOUTH INDIAN (d)	1,102·30	1,103·38	204	204	852	858
LI	MÁYAVARAM-MUTUPET	(53·09)	(53·09)	Worked by the South Indian railway.		...	...
LII	ASSAM-BENGAL (e)	...	129·61	...	22	...	30
	TOTAL	5,196·74	5,386·66	964	997	3,196	3,253
	State lines worked by the State.						
	NORTH WESTERN (STATE) (f)	...	...	15	14	19	19
LIII	EASTERN BENGAL (STATE)—						
	NORTHERN AND BIHAR SECTIONS (including the Kamla-Dhurila, 2' 6" gauge, branch)	478·55	478·51	*77	79	288	308
	DACCA SECTION	85·32	85·92	*12	12	67	67
LIV	BURMA (STATE)	745·30	834·20	121	139	*201	609
	TOTAL	1,309·17	1,398·63	225	244	975	1,003
	Assisted companies.						
LVII	DHOOLIA	4·70	4·70	3	3	10	10
LVIII	ROHILKUND AND KUMAON (COMPANY'S SECTION) (g)	285·00	285·00	27	27	148	148
LIX	BENGAL DOOARS	36·40	36·40	4	4	19	19
LX	DIBRU-SADIYA	77·60	77·50	18	18	26	29
	TOTAL	403·78	403·78	52	52	203	206
	Lines owned by native states and worked by companies.						
LXIII	THE GAEKWAR'S MERSÁNA	(92·63)	(92·63)	Worked by the Rajputana-Malwa railway.			
LXIV	KOLHÁPUR	(29·07)	(29·07)				
LXV	YESVANTPUR-MYSORE FRONTIER	(51·35)	(51·25)	Worked by the Southern Mahratta railway.			
LXVI	MYSORE-NANJANGÚD	(15·25)	(15·25)				
	TOTAL	(188·30)	(188·30)	...	...	...	...
	Lines owned and worked by native states.						
LXVII	JODHPORE-BICKANEER—						
	JODHPORE SECTION	364·09	364·09	17	17	69	69
	BICKANEER SECTION						
LXVIII	CODEYPORE-CHITOR	...	(30·31)	Worked by the Rajputana-Malwa railway as a tramway.			
LXIX	BHÁVNAGAR GONDAL-JUNÁGARH-PORBANDAR (i)	380·21	379·09	33	33	186	190
LXX	JETALSAR-RÁJKOT	(46·23)	(46·23)	Worked by the Bhávnagar-Gondal-Junágarh-Porbandar railway.			
	TOTAL	744·21	743·09	50	50	255	259
	Foreign lines.						
LXXIV	WEST OF INDIA PORTUGUESE	51·00	51·00	12	12	24	24
LXXV	PONDICHERRY	(7·80)	(7·80)	Worked by the South Indian railway.		...	...
	TOTAL	51·00	51·00	12	12	24	24
	TOTAL METRE GAUGE	7,705·59	7,983·76	1,303	1,355	4,653	4,775

N.B.—The mileages shown within brackets are not included in the totals as they are included in the mileages of the home lines.

No. 9—*concld.*

and metre gauge railways on the 31st December 1895—concld.

Goods vehicles.		Brake-vans.		Cranes.		Total number of vehicles.		Serial No.	Remarks.
Number on the 31st December 1894.	Number on the 31st December 1895.	Number on the 31st December 1894.	Number on the 31st December 1895.	Number on the 31st December 1894.	Number on the 31st December 1895.	Number on the 31st December 1894.	Number on the 31st December 1895.		
No.	No.	No.	No.	No.	No.	No.	No.		
2,639	2,839	67	67	13	13	3,069	3,270	XLIII	
ny's section	...	...	...	...	...	...	...	XLIV	* Revised figures.
7,194	7,166	282	282	26	29	8,781	8,776	XLV	(a) Including the Pálanpur-Deesa, the Gaekwar's Mohsána and the Oodeypore-Chitor railways.
...	...	...	...	...	...	...	...	XLVI	
4,684	4,684	188	188	20	20	5,607	5,607	XLVII	(b) Including the Guntakal-Mysore frontier, the Southern Mahratta (Mysore section), the Kolhápur, the Yesvantpur-Mysore frontier and the Mysore-Nanjangúd railways.
...	...	...	...	...	...	...	...	XLVIII XLIX	
3,317	3,321	60	60	3	3	4,232	4,272	L	(c) Excluding the tender of a condemned engine.
...	...	...	...	...	...	...	...	LI	(d) Including the Máyavaram-Mutupet and the Pondicherry railways.
...	536	...	16	...	3	...	585	LII	(e) Opened to traffic from the 1st July 1895.
17,834	18,546	597	613	62	68	21,689	22,510		
51	51	1	1	...	...	71	71		(f) For narrow gauge stock formerly used on the metre gauge section of the old Bolán railway (Quetta loop) and on the Ferozepore tramway.
1,954	1,963	50	50	7	7	2,299	2,328	LIII	
246	246	10	10	3	3	326	326		
3,228	3,439	*121	136	19	19	3,969	4,203	LIV	
5,479	5,699	182	197	29	29	6,665	6,928		
8	8	2	2	...	...	20	20	LVII	
659	659	27	27	6	6	840	840	LVIII	(g) Including the Lucknow-Bareilly section.
80	80	5	5	1	1	105	105	LIX	
691	711	18	18	1	1	736	759	LX	
1,438	1,458	52	52	8	8	1,701	1,724		
...	...	...	...	...	...	...	...	LXIII	
...	...	...	...	...	...	...	...	LXIV LXV LXVI	
...	...	...	...	...	...	...	...		
220	220	12	12	...	...	301	301	LXVII	
gary measu	re until the	rolling-sto	ck ordered	from Engl	and is rece	ed	...	LXVIII	(h) Including the Jetalsar-Rájkot railway.
896	892	37	37	2	2	1,121	1,121	LXIX	
railway.	...	...	...	...	...	...	...	LXX	
1,116	1,112	49	49	2	2	1,422	1,422		
146	146	13	13	1	1	184	184	LXXIV	
...	...	...	...	...	...	...	...	LXXV	
146	146	13	13	1	1	184	184		
26,013	26,961	893	924	102	108	31,661	32,768		

STATEMENT

Value of locomotives and vehicles on the standard and

Progressive No.	DETAILS.		STATE LINES WORKED BY COMPANIES.		
			I East Indian railway system.	II Bengal-Nagpur.	III Indian Midland railway system.
	STANDARD GAUGE.				
1	Mileage open on the 31st December 1895	Miles	1,883·82	860·88	922·21
2	Mileage of single track, including sidings	Miles	2,822·42	959·11	1,030·23
3	Total train-mileage	Train-miles	11,497,445	1,568,777	1,411,842
4	Gross ton-mileage	Ton-miles	4,233,222,309	592,481,906	488,963,725
5	Total capital outlay on open line, excluding steam-boat and suspense	Rs.	38,82,03,164	9,52,72,969	10,52,69,382
6	Gross earnings, excluding steam-boat	Rs.	5,57,82,429	68,74,740	50,03,098
7	Gross earnings per mean mile worked per week, excluding steam-boat earnings	Rs.	563	153	117
8	Five per cent. of gross earnings, excluding steam boat	Rs.	27,89,121	3,43,737	2,50,155
9	Value* of engine stock	Rs.	1,93,53,681	43,80,011	26,18,904
10	Per mile of line open (9 ÷ 1)	Rs.	10,273	5,669	3,224
11	Per train-mile (9 ÷ 3)	Rs.	1·7	2·1	2·6
12	Per 1,000 gross ton-miles (9 × 1,000 ÷ 4)	Rs.	4·6	8·2	8·2
13	Amount of earnings for each 100 rupees worth of engine stock (6 × 100 ÷ 9)	Rs.	288·2	140·9	138·2
14	Value* of coaching and goods stock	Rs.	2,47,17,468	1,15,84,599	83,37,920
15	Per mile of line open (14 ÷ 1)	Rs.	13,121	13,456	9,683
16	Per train-mile (14 ÷ 3)	Rs.	2·1	7·4	6·2
17	Per 1,000 gross ton-miles (14 × 1,000 ÷ 4)	Rs.	5·8	19·6	17·2
18	Amount of earnings for each 100 rupees worth of coaching and goods stock (6 × 100 ÷ 14)	Rs.	225·7	59·3	56·6
19	Total value* of rolling-stock	Rs.	4,40,71,149	1,54,64,610	1,24,56,824
20	Per mile of line open (19 ÷ 1)	Rs.	23,394	19,125	13,507
21	Per train-mile (19 ÷ 3)	Rs.	3·8	10·5	8·8
22	Per 1,000 gross ton-miles (19 × 1,000 ÷ 4)	Rs.	10·4	27·8	28·4
23	Amount of earnings for each 100 rupees worth of rolling stock (6 × 100 ÷ 19)	Rs.	126·6	41·8	40·2
24	Per cent. of value of locomotives on total capital outlay on rolling-stock (9 × 100 ÷ 19)	Per cent.	43·9	29·6	29·1
25	Per cent. of value of coaching and goods stock on total capital outlay on rolling-stock (14 × 100 ÷ 19)	Per cent.	56·1	70·4	70·9
26	Return on capital cost of rolling-stock from 5 per cent. of gross earnings, the usual charge for provision of rolling-stock (6 × 100 ÷ 19)	Per cent.	6·3	2·1	2·0
27	Total value of rolling-stock per mile for each rupee earned per mile per week (20 ÷ 7)	Rs.	41·1	125·0	115·4

* Represents total cost charged

(a) Including 6·13 miles (Meean Meer chord and Ferozepore Cantonment to Hussainiwala) used for military traffic, but excluding lines temporarily closed or constructed but not open to traffic.

(b) Including cost of rolling-stock belonging to the metre gauge portion of the old Bolán railway (Quetta loop) and the Ferozepore tramway.

(c) Value of engine and carriage and wagon stock not recorded separately.

No. 10.

metre gauge railways on the 31st December 1895 compared with earnings.

STATE LINES WORKED BY THE STATE.					LINES WORKED BY GUARANTEED COMPANIES.			LINE OWNED BY NATIVE STATE AND WORKED BY COMPANY.	Total and average of standard gauge railways.	Progressive No.
XII North Western (state) railway system.	XIV Oudh and Rohilkhand (state).	XV Eastern Bengal (state) including the Bengal Central railway.	XVII Calcutta Port Commissioners'.	XVIII * East Coast (state).	XXIV Great Indian Peninsula railway system.	XXV Bombay, Baroda and Central India railway system.	XXVI Madras railway system.	XXXVI The Nizam's Guaranteed State railway system.		
(c) 2,060·00	797·18	374·23	8·53	(c) 423·89	1,490·24	659·58	849·22	352·90	11,215·68	1
3,296·60	815·64	556·07	29·64	(f) 486·71	2,225·02	784·99	1,031·64	388·37	14,536·44	2
2,675,974	2,961,740	2,067,593	(d)	721,516	8,752,066	2,894,441	2,569,498	759,692	44,890,493	3
3,218,909,605	954,601,108	621,870,644	(d)	216,775,612	2,431,887,340	1,085,551,631	742,570,042	255,939,018	14,791,883,114	4
42,01,84,915	10,21,35,180	6,71,26,925	65,14,898	4,48,04,829	29,18,77,161	11,43,59,941	11,67,84,417	4,12,06,123	1,79,59,28,869	5
3,66,20,980	1,02,94,880	93,47,799	3,87,560	18,61,264	3,37,90,193	1,87,29,351	1,13,53,713	34,11,908	19,34,67,315	6
266	248	480	874	90	436	611	257	185	336	7
18,31,549	5,14,744	4,67,290	19,379	53,053	16,89,510	9,36,466	5,67,686	1,70,505	96,73,366	8
1,94,40,263	42,72,270	(c)	97,781	16,98,639	1,88,67,112	55,35,763	54,27,863	18,45,714	8,51,42,991	9
7,310	5,359	...	11,453	3,979	12,661	9,389	6,391	5,613	7,353	10
2·0	1·4	...	...	2·3	2·1	1·9	2·1	2·6	2·0	11
6·0	4·5	...	...	7·8	7·8	5·1	7·3	7·6	6·0	12
188·4	241·0	...	396·4	169·6	179·1	338·3	209·2	175·3	216·2	13
3,73,50,710	1,11,89,189	(c)	2,80,276	37,27,168	2,01,16,949	1,09,92,182	97,73,545	19,66,459	14,05,86,563	14
14,042	14,036	...	32,869	8,731	13,499	18,044	11,509	5,573	12,068	15
3·2	3·8	...	...	5·2	2·3	3·6	3·8	2·6	3·8	16
11·6	11·7	...	...	17·2	8·3	10·1	13·2	7·7	9·9	17
98·1	92·0	...	138·2	49·2	103·0	170·4	116·2	173·5	131·0	18
(b) 5,67,95,373	1,54,61,459	98,35,643	3,78,157	54,25,807	(g) 3,89,54,061	1,65,27,945	1,52,01,398	30,12,173	23,85,15,206	19
21,352	10,396	26,282	44,332	12,710	26,160	28,033	17,900	11,086	20,929	20
5·9	5·2	4·8	...	7·5	4·4	5·7	5·9	5·1	5·2	21
17·6	16·2	15·8	...	25·0	16·1	15·2	20·5	15·3	15·9	22
64·5	66·6	95·0	102·5	34·3	86·7	113·3	75·3	87·2	82·1	23
34·2	27·6	...	25·9	31·3	48·4	33·5	35·7	49·7	37·7	24
65·8	72·4	...	74·1	68·7	51·6	66·5	64·3	50·3	62·3	25
3·2	3·3	4·8	5·1	1·7	4·3	5·7	3·7	4·4	4·1	26
80·3	78·2	54·8	50·7	141·2	60·0	45·9	69·6	60·3	62·5	27

to final heads of account.

(c) Information not available.

(e) Excluding 2·09 miles of metre-gauge line.

(f) Excluding 4·45 miles of single track laid on metre gauge.

(g) Decrease due to exclusion of cost of machinery, etc.

STATEMENT

Value of locomotives and vehicles on the standard and

Progressive No.	DETAILS.		STATE LINES WORKED BY COMPANIES.					STATE LINES
			XLIII Bengal and North-Western railway system.	XLV Rajputana-Malwa railway system. (b)	XLVII Southern Mahratta railway system.	L South Indian railway system.	LII Assam-Bengal. †	LIII Eastern Ben Northern and Behar sections (including the Kamla-Dhanha 2' 6" gauge, branch).
	METRE GAUGE.							
1	Mileage open on the 31st December 1895	Miles	758·30	1,783·85	1,553·21	1,103·38	129·61	478·51
2	Mileage of single track, including sidings	Miles	852·19	2,044·06	1,704·46	1,242·23	149·61	552·95
3	Total train-mileage	Train-miles	1,737,035	6,401,656	3,347,992	3,409,224	160,277	1,471,129
4	Gross ton-mileage	Ton-miles	344,557,902	1,894,867,250	585,572,054	560,354,752	(c)	261,149,422
5	Total capital outlay on open line, excluding steam-boat and suspense	Rs.	(a) 5,18,58,908	13,14,00,453	11,99,29,774	7,69,80,123	93,38,954	3,50,45,077
6	Gross earnings, excluding steam-boat	Rs.	52,25,905	2,36,17,208	88,38,038	92,07,296	2,14,426	49,40,177
7	Gross earnings per mean mile worked per week, excluding steam-boat earnings	Rs.	133	257	109	160	64	199
8	Five per cent. of gross earnings excluding steam boat	Rs.	2,61,295	11,80,860	4,41,901	4,60,365	10,721	2,47,009
9	Value* of engine stock	Rs.	20,71,217	70,62,418	45,22,133	43,12,749	10,22,766	14,01,627
10	Per mile of line open (9÷1)	Rs.	2,739	4,464	2,911	3,909	7,891	2,929
11	Per train-mile (9÷3)	Rs.	1·2	1·2	1·4	1·2	6·4	1·0
12	Per 1,000 gross ton-miles (9 × 1,000÷4)	Rs.	6·0	5·7	7·7	7·7	(c)	5·4
13	Amount of earnings for each 100 rupees worth of engine stock (6 × 100÷9)	Rs.	252·3	239·1	195·4	213·5	20·9	352·5
14	Value* of coaching and goods stock	Rs.	51,89,116	1,32,68,135	81,11,900	80,41,428	12,87,652	38,75,605
15	Per mile of line open (14÷1)	Rs.	6,851	7,438	5,223	7,286	9,935	8,099
16	Per train-mile (14÷3)	Rs.	3·0	2·1	2·4	2·3	8·0	2·6
17	Per 1,000 gross ton-miles (14 × 1,000÷4)	Rs.	15·1	9·5	13·8	14·3	(c)	14·7
18	Amount of earnings for each 100 rupees worth of coaching and goods stock (6 × 100÷14)	Rs.	100·7	179·5	109·0	114·5	16·7	127·5
19	Total value* of rolling-stock	Rs.	72,60,333	2,12,30,553	1,26,34,033	1,23,54,247	23,10,418	52,77,232
20	Per mile of line open (19÷1)	Rs.	9,600	11,902	8,134	11,197	17,826	11,028
21	Per train-mile (19÷3)	Rs.	4·2	3·3	3·8	3·5	14·4	3·6
22	Per 1,000 gross ton-miles (19 × 1,000÷4)	Rs.	21·1	15·2	21·5	22·0	(c)	20·2
23	Amount of earnings for each 100 rupees worth of rolling-stock (6 × 100÷19)	Rs.	72·0	112·2	70·0	74·5	9·3	93·6
24	Per cent. of value of locomotives on total capital outlay on rolling-stock (9 × 100÷19)	Per cent.	28·5	37·5	35·8	34·9	44·3	26·6
25	Per cent. of value of coaching and goods stock on total capital outlay on rolling-stock (14 × 100÷19)	Per cent	71·5	62·5	64·2	65·1	55·7	73·4
26	Return on capital cost of rolling-stock from 5 per cent. of gross earnings, the usual charge for provision of rolling-stock (6 × 100÷19)	Per cent.	3·6	5·6	3·5	3·7	0·5	4·7
27	Total value of rolling-stock per mile for each rupee earned per mile per week (20÷7)	Rs.	72·2	46·3	74·6	70·0	282·0	55·4

* Represents total cost charged
† Opened to traffic from

(a) Including Rs. 10,90,014 on account of interest on capital during construction.
(b) Excluding the Godeypore-Chitor railway.
(c) Information not received.

No. 10—*concld.*

metre gauge railways on the 31st December 1895 compared with earnings—concld.

WORKED BY THE STATE.		ASSISTED COMPANIES.				LINES OWNED AND WORKED BY NATIVE STATES.		FOREIGN LINE.		
gal (state).	LIV	LVII	LVIII	LIX	LX	LXVII	LXIX	LXXIV	Total and average of metre gauge railways.	Progressive No.
Dacca section.	Purna (state).	Deoghur.	Rohilkund and Kumaon railway system.	Bengal Duoars.	Dibru-Sadiya.	Jodhpore-Bikaner-Jodhpore and Bikaner sections.	Bhávnagar-Gondal-Junágarh-Porbandar railway system.	West of India Portuguese.		
85·92	831·20	4·79	285·69	36·49	77·30	364·00	(*f*) 379·69	51·00	7,123·45	1
99·83	972·83	5·41	317·14	43·63	87·16	374·50	423·98	62·85	8,933·13	2
193,761	3,008,780	11,860	465,536	38,806	180,994	328,483	601,157	103,014	20,519,014	3
27,5 9,564	405,411,375	(*e*)	82,719,301	(*e*)	(*e*)	55,911,043	96,891,054	18,747,022	3,933,931,044	4
67 3,422	7,10,92,076	2,86,180	1,05,61,875	21,85,488	72,04,156	73,76,900	1,57,29,641	1,35,86,063	50,62,98,099	5
5,38,030	67,04,500	33,611	12,30,438	2,37,417	6,01,142	10,61,276	21,26,391	(*g*)4,43,376	6,52,10,232	6
120	109	135	84	125	140	56	108	167	161	7
26,901	3,35,225	1,681	61,522	11,871	30,067	53,004	1,06,320	22,169	32,60,962	8
3,5 ,353	23,04,782	34,009	5,62,250	90,846	(*e*)	(*e*) 3,72,920	6,23,686	4,01,523	2,64,57,275	9
3 077	3,362	7,098	1,076	2,743	...	1,025	1,643	7,873	3,372	10
1·4	1·4	2·9	1·2	2·6	...	1·1	1·0	3·0	1·3	11
9·6	6·9	...	6·8	(*e*)	...	6·7	6·4	21·4	6·6	12
203·5	230·0	98·9	219·5	287·8	...	284·6	340·9	4 110·4	244·2	13
4,9 ,071	75,02,344	49,236	13,13,387	2,30,083	(*e*)	5,32,547	16,88,906	3,45,639	5,19,76,122	14
8 704	8,993	10,279	4,007	6,321	...	1,600	4,448	6,777	6,625	15
2·5	3·7	4·1	2·8	6·9	...	1·8	2·8	3·4	2·6	16
17·8	18·5	...	15·9	(*e*)	...	10·4	17·5	18·4	15·1	17
109·8	89·4 (*d*)	68·8	99·7	103·2	...	182·2	125·9	123·3	124·3	18
7,54,424	1,02,06,162	83,236	18,76,637	3,29,933	14,70,693	9,55,467	23,12,592	7,47,167	7,98,99,026	19
8,781	11,343	17,377	6,683	9,064	18,975	2,625	6,091	14,050	10,083	20
3·9	5·1	7·0	4·0	8·5	8·1	2·9	3·8	7·3	3·9	21
27·4	25·4	...	22·7	(*e*)	(*e*)	17·1	23·0	39·8	19·7	22
71·3	65·1	40·4	65·6	72·0	40·9	111·1	91·9	59·3	81·6	23
35·0	27·2	40·8	30·0	30·3	...	39·0	27·0	53·7	38·7	24
65·0	72·8	59·2	70·0	69·7	...	61·0	73·0	46·3	66·1	25
3·6	3 8	2·0	3·3	3·6	2·0	5·6	4·6	3·0	4·1	26
73·2	73·0	128·7	78·4	72·5	127·3	46·9	56·4	87·7	62·6	27

n final heads of account.
he 1st July 1895.
(*d*) Excluding Rs. 10,984 on account of receipts on capital account.
(*e*) Decrease due to refunds by the Bombay, Baroda and Central India railway.
(*f*) Including 4·50 miles of dock estate and quarry lines constructed and maintained by the states themselves.
(*g*) Excluding Rs. 1,39,701 on account of harbour earnings.

STATEMENT

Number of vehicles on the standard and metre gauge railways

Serial No.	RAILWAY (INCLUDING BRANCH LINES WORKED).	NUMBER OF COACHING VEHICLES FITTED FOR AMBULANCE PURPOSES.					NUMBER OF HORSE BOXES.					NUMBER OF COVERED GOODS WAGONS ADAPTED FOR THE CARRIAGE OF HORSES FURNISHED WITH FITTINGS.†				Number of covered goods wagons available for the carriage of horses, but for which no fittings are available.‡
		Intermediate class.	Third class.	Composites.	Total.	* Percentage on entire stock.	Capable of carrying 6 horses.	Capable of carrying 4 horses.	Capable of carrying 3 horses.	Capable of carrying 2 horses.	Total.	Wooden.	Iron.	Total number of horses capable of being carried.	* Percentage on entire stock.	
	STANDARD GAUGE.															
	State lines worked by companies.															
I	EAST INDIAN . . .	...	52	...	52	5·02	75	...	...	...	75	891	767	13,264	26·18	...
II	BENGAL-NAGPUR . .	...	23	...	23	9·09	10	...	...	...	10	...	(a) 1,191	9,528	62·44	...
III	INDIAN MIDLAND . .	...	22	...	22	6·20	...	...	10	...	10	...	750	6,000	64·10	(a) 420
	State lines worked by the State.															
XII	NORTH WESTERN (STATE) (c).	...	418	(f) 4	422	34·17	98	...	26	...	124	75	(g) 4,805	36,688	64·63	...
XIV	OUDH AND ROHILKHAND (STATE).	...	19	...	19	4·53	31	...	...	...	31	150	670	5,760	18·64	...
XV	EASTERN BENGAL (STATE)	16	...	...	16	4·68	5	...	5	...	10	...	(m) 277	2,216	18·54	(a) & (n) 535
XVIII	EAST COAST (STATE) .	...	...	...	...	...	6	...	...	...	6	...	29	(g)	4·46	...
	Lines worked by guaranteed companies.															
XXIV	GREAT INDIAN PENINSULA	...	29	...	29	2·94	...	...	93	...	93	1,506	...	12,048	34·13	(c) 375
XXV	BOMBAY, BARODA AND CENTRAL INDIA.	...	15	...	15	8·72	15	...	...	...	15	1,653	...	13,224	74·02	...
XXVI	MADRAS	...	28	...	28	5·37	1	...	45	...	46	(a) 859	(c) 397	10,048	98·66	...
	Line owned by native state and worked by company.															
XXXVI	THE NIZAM'S GUARANTEED STATE.	...	...	...	...	...	7	...	3	...	10	47	60	856	62·94	...

* Percentage on stock of the same class of vehicles shown in column 5 of statement No. XII of the Capital and Revenue accounts for the second-half of 1895.
† Only such wagons as are actually provided with complete fittings are included in this list.

(a) Capable of carrying 8 horses.
(b) Second class compartments only fitted with racks.
(c) Including 6 first class carriages.
(d) Third class compartments only fitted with racks.
(e) The carriages on this line are fitted with both hooks and racks, racks are only used under the tents.
(f) Intermediate and third class.
(g) Including 412 bogie carriages.
(h) Including 116 bogie carriages.
(i) Including 5 first class carriages.
(j) Composite first, second and third class carriages.
(k) Including 15 third and postal composites and 20 third, intermediate and postal composites.

No. 11.

adapted for military purposes, as existing on the 31st December 1895.

Number of open goods wagons suitable for the carriage of artillery guns ‡				Carriages fitted with hooks or racks.															
				Number fitted with										* Percentage fitted on the total stock on each class.					
				Hooks.				Racks.											
Medium or high-sided.	Ballast or low-sided.	Total carrying capacity of both kinds.	* Percentage on entire stock.	2nd class.	Intermediate class.	Composite, intermediate and 3rd.	3rd class.	Composite, 1st and 2nd.	Composite, 1st and 3rd.	2nd class.	Intermediate class.	Composite, intermediate and 3rd.	3rd class.	Composite, 1st and 2nd.	Composite, 1st and 3rd.	2nd class.	Intermediate class.	Composite, intermediate, and 3rd.	3rd class.
...	1,980	28,251	89·75	1	...	...	154	...	...	...	...	...	...	...	...	1·14	...	...	22·00
300	115	8,590	55·11	...	...	...	...	(b) & (c) 31	(d) 4	15	8	...	149	93·91	100·00	100·00	100·00	...	82·32
...	208	2,496	25·43	...	...	...	...	...	...	17	...	...	178	...	...	100·00	...	...	60·91
148	(a) 1,730	20,653	61·76	...	...	...	...	(i) 25	(j) 8	23	51	(k) 86	732	13·69	80·00	28·05	52·04	86·87	94·75
...	218	2,130	45·61	...	...	...	...	...	...	...	20	(l) 46	243	...	...	...	100·00	100·00	100·00
...	166	2,073	70·84	...	8	...	2	(b) 10	...	5	(c) 25	6	(p) 154	22·73	...	41·67	53·33	40·00	78·39
...	231	(q)	82·75	...	...	...	...	...	...	...	...	(r) 4	99	...	...	...	...	100·00	70·21
...	...	...	...	...	...	...	...	...	...	54	...	...	66	...	...	36·00	...	...	11·89
51	501	6,195	31·80	...	...	...	...	4	...	...	22	...	108	13·79	...	...	100·00	...	37·89
...	139	834	11·63	70	...	...	309	...	...	...	...	...	...	...	...	100·00	...	...	22·18
409	64	5,922	92·20	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...

‡ Including all covered goods wagons which from their dimensions and from having wooden floors or iron floors covered with battens are suitable for the carriage of horses.

§ Excluding wagons with doors *less* than 6′ 9″ wide and those with sides higher than 2′ 4″ from floor level, where the doors are *less* than 6′ 1″ wide.

(a) Including 8 composites, intermediate and postal, and 25 third and postal vans.
(b) Fitted with breast bars, but only thirty of these have their floors covered with wooden battens.
(c) Fitted with hooks only, but floors not yet covered with wooden battens.
(d) Including one intermediate and postal composite.
(e) Including 8 composites third class and brakevans.
(f) Information not available.
(g) Third and postal composites.
(h) Capable of carrying 6 horses.

STATEMENT

Number of vehicles on the standard and metre gauge railways

Serial No.	RAILWAY (INCLUDING BRANCH LINES WORKED).	Number of coaching vehicles fitted for ambulance purposes.				* Percentage on entire stock.	Number of horse boxes.					Number of covered goods wagons adapted for the carriage of horses complete with fittings.†				Number of covered goods wagons suitable for the carriage of horses, but for which no fittings are available.‡
		Intermediate class.	Third class.	Composites.	Total.		Capable of carrying 6 horses.	Capable of carrying 4 horses.	Capable of carrying 3 horses.	Capable of carrying 2 horses.	Total.	Wooden.	Iron.	Total number of horses capable of being carried.	* Percentage on entire stock.	
	METRE GAUGE.															
	State lines worked by companies.															
XLIII	BENGAL AND NORTH-WESTERN—															
	TIRHOOT SECTION . COMPANY'S SECTION .	...	...	...	...	...	...	15	...	...	15	74	...	296	3·28	...
XLIV	ROHILKUND AND KUMAON (LUCKNOW - BAREILLY SECTION) . . .	...	...	...	...	...	...	3	...	...	3	3	...	12	0·71	...
XLV	RAJPUTANA-MALWA .	...	(a¹)26	...	26	2·35	...	82	...	...	82	334	...	(b)	7·49	...
XLVII	SOUTHERN MAHRATTA .	...	3	...	3	0·38	...	36	...	...	36	...	100	400	3·18	...
L	SOUTH INDIAN . .	...	15	...	15	1·98	...	10	...	20	20	17	250	1,602	14·13	1,623
LII	ASSAM BENGAL . .	...	...	...	...	...	...	1	...	...	1	...	...	...	...	(k) 200
	State lines worked by the State.															
LIII	EASTERN BENGAL (STATE)—															
	Northern and Behar sections (including the Kaunia-Dharlla, 2' 6" gauge, branch) .	...	...	...	...	...	...	8	...	...	8	...	...	...	...	l) & (m) 55[illegible]
	DACCA SECTION . .	...	...	...	...	...	...	2	...	...	2	...	...	...	...	(l) & (m) 126
LIV	BURMA (STATE) . .	...	68	...	68	15·49	...	36	...	...	36	(o) 95	50	580	7·28	315
	Assisted companies.															
LVIII	ROHILKUND AND KUMAON (Company's section) .	...	...	...	...	...	...	2	...	...	2	...	...	...	...	...
LIX	BENGAL DOOARS . .	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
LX	DIBRU-SADIYA . .	...	...	...	...	...	...	...	...	1	1	...	...	...	...	(l) 88
	Lines owned and worked by native states.															
LXVII	JODHPORE-BICKANEER—															
	JODHPORE SECTION . BICKANEER SECTION .	...	...	...	...	...	...	4	...	1	5	...	...	...	...	...
LXIX	BHÁVNAGAR-GONDAL-JUNÁGARH-PORBANDAR .	...	...	...	...	...	...	(n)10	...	...	10	...	105	420	40·70	...

* Percentage on stock of the same class of vehicles shown in column 5 of statement No. XII of the Capital and Revenue accounts for the second-half of 1895.
† Only such wagons are included as are actually provided with complete fittings.
‡ Including all covered goods wagons which from their dimensions and from having wooden floors or iron floors covered with battens, are suitable for the carriage of horses.

(a¹) Shown erroneously under composites, intermediate and third, in last year's report.
(a²) Including 21 bogie carriages.
(b) 200 capable of carrying 6 horses each, and 131, 9 ponies each.
(c) Including 933 bogie carriages.
(d) Including two composites third and postal vans.
(e) Including 31 bogie carriages.
(f) Including 12 bogie carriages.
(g) Including 42 bogie carriages.
(h) Including 20 bogie carriages.
(i) Composite first, second and third class carriages.

No. 11—*concld.*

adapted for military purposes, as existing on the 31st December 1895—concld.

NUMBER OF OPEN GOODS WAGONS SUITABLE FOR THE CARRIAGE OF ARTILLERY &c.				CARRIAGES FITTED WITH HOOKS OR RACKS.														
				NUMBER FITTED WITH									* PERCENTAGE FITTED ON THE TOTAL STOCK OF EACH CLASS.					
				Hooks.				Racks.										
Medium or high-sided.	Ballast or low-sided.	Total carrying capacity of both kinds.	* Percentage on entire stock.	2nd class.	Intermediate class.	Composite, Intermediate and 3rd.	3rd class.	Composite, 1st and 2nd.	Composite, 1st and 3rd.	2nd class.	Intermediate class.	Composite, Intermediate and 3rd.	3rd class.	Composite, 1st and 2nd	Composite, 1st and 3rd.	2nd class.	Intermediate class.	Composite, Intermediate and 3rd.	3rd class.
...	53	504	18·34	...	...	...	...	...	...	...	(a) 7	...	134	...	...	...	31·82	...	60·36
...	...	...	...	...	...	...	...	...	...	...	1	6	59	...	...	...	100·00	100·00	100·00
...	(c)1,969	20,093	76·61	...	...	...	...	2	...	2	8	(d) 9	(e) 164	4·35	...	2·11	16·00	27·27	21·44
111	499	3,784	44·07	...	...	...	...	(f) 34	...	36	...	...	(g) 248	57·63	...	85·71	...	...	51·45
...	...	...	...	...	...	...	...	...	(h) & (i) 25	...	...	(j) 10	453	...	86·21	...	...	100·00	73·18
...	...	...	...	...	...	...	...	...	...	...	...	...	20	...	...	...	...	...	100·00
...	52	312	21·40	...	...	...	...	22	...	10	33	...	(a) 166	75·86	...	100·00	100·00	...	92·86
...	16	108	61·54	...	1	1	35	6	...	4	...	...	...	100·00	...	100·00	14·28	100·00	100·00
...	286	3,855	42·37	...	...	...	...	(p) & (q) 11	(p) & (r) 5	12	...	...	(s) 311	25·00	100·00	25·00	...	...	84·49
...	...	...	...	...	...	...	...	...	...	...	2	1	14	...	...	...	100·00	100·00	100·00
...	...	...	...	...	...	...	...	...	...	...	1	...	13	...	...	...	100·00	...	100·00
...	70	162	100·00	...	...	...	...	...	...	...	...	...	6	...	...	...	...	...	80·00
...	40	235	100·00	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	6	...	...	...	...	...	...	...	...	...	...	...	4·69

§ Excluding wagons with doors *less* than 5′ 9″ wide, and those with sides higher than 3′ 4″ from floor level, where the doors are *less* than 6′ 1″ wide.

(*a*) Including 2 composite third and postal vans and 8 composite third class and brake vans.
(*b*) Capable of carrying 4 horses each.
(*c*) Breast bars not fitted nor their floors covered with battens, but from their dimensions are suitable for the carriage of horses.
(*d*) Four horses can be carried in each of 226 wagons and 4 ponies in each of the remainder.
(*e*) Including 6 third class and postal vans and 3 third class and brake vans.
(*f*) Including 2 composite third and postal vans and 8 composite third class and brake vans.
(*g*) Including 75 bogie carriages.
(*h*) Bogie carriages.
(*i*) Second class compartments only fitted with racks.
(*j*) Composite second and third class carriages.
(*k*) Including 37 bogie carriages.
(*l*) Capable of carrying 2 horses each.
(*m*) Six of these are cattle trucks.

STATEMENT No. 12.

Locomotives and vehicles fitted with automatic vacuum brakes on the standard and metre gauge railways on the 31st December 1895.

Serial No.	RAILWAY (INCLUDING BRANCH LINES WORKED).	NUMBER OF LOCOMOTIVES AND VEHICLES FITTED WITH AUTOMATIC VACUUM BRAKES.							PROPORTION PER CENT.			REMARKS.
		Locomotives.		Vehicles.								
		Fitted.	Not fitted.	Braked.	Piped.	Not fitted.	Number of miles run by trains fitted.	Total train-mileage of all descriptions.	Of locomotives fitted on total.	Of vehicles braked or piped on total.	Of mileage run by trains fitted or partially fitted on total train-mileage.	
	STANDARD GAUGE.											
	State lines worked by companies.											
I	EAST INDIAN . .	63	533	379	176	10,672	1,180,513	11,497,445	10·57	4·94	10·27	
II	BENGAL-NAGPUR .	...	111	...	...	3,823	...	1,563,777	...	...	...	
III	INDIAN MIDLAND .	43	68	102	22	2,414	128,100	1,411,842	38·74	4·89	9·07	
	State lines worked by the State.											
XII	NORTH WESTERN (STATE).	364	226	1,539	189	10,300	3,014,386	9,675,974	61·80	14·72	31·15	
XIV	OUDH AND ROHILKHAND (STATE).	26	(a)140	184	15	4,816	265,090	2,981,749	15·66	3·00	8·89	(a) Including 20 locomotives fitted with Westinghouse brakes.
XV	EASTERN BENGAL (STATE).	15	94	167	45	2,376	579,816	2,057,693	13·76	8·19	28·16	
XVII	CALCUTTA PORT COMMISSIONERS'.	...	6	...	...	172	...	(b)	...	...	...	(b) Information not available.
XVIII	EAST COAST (STATE) .	...	43	...	...	1,314	...	721,516	...	...	...	
	Lines worked by guaranteed companies.											
XXIV	GREAT INDIAN PENINSULA.	128	427	663	101	8,829	1,505,538	8,752,966	21·16	7·96	17·20	
XXV	BOMBAY, BARODA AND CENTRAL INDIA.	89	73	419	54	4,282	1,028,280	2,894,441	54·94	9·95	35·53	
XXVI	MADRAS . . .	4	162	6	40	3,569	(b)	2,569,498	2·41	1·27	...	
	Line owned by native state and worked by company.											
XXXVI	THE NIZAM'S GUARANTEED STATE.	...	50	...	...	925	...	759,592	...	...	...	
	TOTAL STANDARD GAUGE.	732	1,982	3,459	642	53,402	7,701,223	44,820,493	26·97	7·12	17·16	

STATEMENT No. 12—*concld.*

Locomotives and vehicles fitted with automatic vacuum brakes on the standard and metre gauge railways on the 31st December 1895—concld.

Serial No.	RAILWAY (INCLUDING BRANCH LINES WORKED).	NUMBER OF LOCOMOTIVES AND VEHICLES FITTED WITH AUTOMATIC VACUUM BRAKES.									REMARKS.
		Locomotives.		Vehicles.				Proportion per cent.			
		Fitted.	Not fitted.	Braked.	Piped.	Not fitted.	Number of miles run by trains fitted.	Total train-mileage of all descriptions.	Of locomotives fitted on total.	Of vehicles braked or piped on total.	Of mileage run by trains fitted or partially fitted on total train mileage.	
	METRE GAUGE.											
	State lines worked by companies.											
XLIII	BENGAL AND NORTH-WESTERN	...	105	...	...	3,257	...	1,737,035	...	...	...	
XLV	RAJPUTANA-MALWA	...	446	...	...	8,747	...	6,422,836	...	...	...	
XLVII	SOUTHERN MAHRATTA	...	(a) 220	...	...	(b) 5,567	(c)	3,347,992	...	...	...	(a) Excluding the tender of a condemned engine, but including three locomotives fitted with Westinghouse brakes.
L	SOUTH INDIAN	20	184	78	36	4,155	138,160	3,469,224	9·80	2·67	3·98	(b) Including 19 vehicles fitted with Westinghouse brakes.
LII	ASSAM-BENGAL	13	6	38	...	544	(d)	160,277	72·73	6·53	...	(c) Brakes not yet brought into use.
	State lines worked by the State.											(d) Information not available.
LIII	EASTERN BENGAL (STATE)—											
	NORTHERN AND BEAR SECTIONS (including the Kaunia-Dhaila, 2′ 6″ gauge, branch).	12	67	100	25	3,196	234,190	1,471,129	15·19	5·39	15·24	
	DACCA SECTION	...	12	...	...	323	...	192,761	...	...	...	
LIV	BURMA (STATE)	...	139	...	...	4,134	...	2,008,780	...	...	...	
	Assisted companies.											
LVII	DEOGHUR	...	3	...	...	20	...	11,860	...	...	...	
LVIII	ROHILKUND AND KUMAON (COMPANY'S SECTION)	...	27	...	...	334	...	465,536	...	...	...	
LIX	BENGAL DOOARS	...	4	...	...	104	...	38,866	...	...	...	
LX	DIBRU-SADIYA	...	18	...	...	758	...	180,994	...	...	...	
	Lines owned and worked by native states.											
LXVII	JODHPORE-BIKANEER—											
	JODHPORE SECTION	...	17	...	...	301	...	328,433	...	...	...	
	BIKANEER SECTION											
LXIX	BHÁVNAGAR-GONDAL-JUNÁGARH-PORBANDAR	...	33	...	...	1,119	...	601,157	...	...	...	
	TOTAL METRE GAUGE	45	1,231	216	61	32,129	362,350	20,436,880	3·61	0·66	1·77	

STATEMENT No. 18.

Number of carriages fitted with retiring accommodation for females on the 31st December 1895 in accordance with section 64 of Act IX, 1890.

Serial No.	RAILWAY.	Intermediate class.	Third class.	Total.	REMARKS.
	STANDARD GAUGE.				
	State lines worked by companies.				
I	EAST INDIAN	10	53	63	
II	BENGAL-NÁGPUR	...	20	20	
III	INDIAN MIDLAND	...	20	20	
	State lines worked by the State.				
XII	NORTH WESTERN (STATE)	78	(*a*) 76	154	(*a*) Of these, 27 are bogie carriages.
XIV	OUDH AND ROHILKHAND (STATE)	...	36	36	
XV	EASTERN BENGAL (STATE)	16	22	38	
XVIII	EAST COAST (STATE)	...	12	12	
	Lines worked by guaranteed companies.				
XXIV	GREAT INDIAN PENINSULA	...	113	113	
XXV	BOMBAY, BARODA AND CENTRAL INDIA . . .	6	15	21	
XXVI	MADRAS	...	45	45	
	Line owned by native state and worked by company.				
XXXVI	THE NIZAM'S GUARANTEED STATE . . .	...	14	14	
	METRE GAUGE.				
	State lines worked by companies.				
XLIII	BENGAL AND NORTH-WESTERN—				
	TIRHOOT SECTION	...	22	22	
	COMPANY'S SECTION				
XLIV	ROHILKUND AND KUMAON (LUCKNOW-BAREILLY SECTION).	(*b*) 5	...	5	(*b*) Composite intermediate and third class carriages with latrine accommodation in both compartments.
XLV	RAJPUTANA-MALWA	...	55	55	
XLVII	SOUTHERN MAHRATTA	...	(*c*) 57	57	(*c*) Of these, 7 are bogie carriages.
XLIX	SOUTHERN MAHRATTA (MYSORE SECTION) .				
L	SOUTH INDIAN	(*d*) 7	34	41	(*d*) Bogie third class carriages.
LII	ASSAM-BENGAL	...	3	3	
	State lines worked by the State.				
LIII	EASTERN BENGAL (STATE)—				
	NORTHERN AND BEHAR SECTIONS (including the Kamla-Dhartla, 2' 6" gauge, branch).	24	20	44	
	DACCA SECTION	4	5	9	
LIV	BURMA (STATE)	(*e*) 5	30	35	(*e*) Bogie second and third class carriages.
	Assisted companies.				
LVII	DHONDUR	...	(*f*) 1	1	(*f*) One compartment of a composite carriage.
LVIII	ROHILKUND AND KUMAON (COMPANY'S SECTION) .	(*g*) 3	...	3	(*g*) Composite intermediate and third class carriages with latrine accommodation in both compartments. The intermediate halves of two carriages have been set apart for the use of the Postal department.
LX	DESAD-SADIYA	...	6	6	
	Lines owned and worked by native states.				
LXVII	JODHPORE-BIKANEER—				
	JODHPORE SECTION	...	10	10	
	BIKANEER SECTION				
LXIX	BHÁVNAGAR-GONDAL-JUNÍGARH-PORBANDAR .	...	12	12	
LXX	JETALSAR-RÁJKOT				
	SPECIAL GAUGES.				
	Assisted company.				
LXXVIII	DARJEELING-HIMALAYAN (2' 0")	...	2	2	
	Line owned and worked by native state.				
LXXXIII	MORVI (2' 6")	...	6	6	

CHAPTER VII.

Capital.

The total capital expenditure on Indian railways up to the 31st December 1895, including lines under construction and survey, etc., amounted to Rs. 2,62,34,42,867 allocated as follows:

	Rs.	£
State railways—*vide* details on pages 84 to 87	1,59,47,74,885	...
State lines leased to companies, pages 92 and 93	32,45,03,317	25,287,158
Guaranteed railways, pages 92 and 93	50,02,21,997	45,853,684
Assisted companies*	6,87,80,257	...
Native state lines, pages 89 to 91	11,00,11,938	...
Foreign lines†	1,69,05,268	...
	2,61,51,97,662	...
Surveys, page 88	51,48,973	...
Collieries, page 88	30,96,232	...
	2,62,34,42,867	...

In calculating the sterling equivalent of the expenditure on guaranteed lines and on state lines leased to companies given above, the rupee outlay has been converted into sterling at the rates of exchange applicable in each case. The figures under the head "State railways" are based, in the case of lines which have been acquired by Government from guaranteed railway companies, on the price paid to the shareholders at the time of purchase converted at the rate of £1=10 rupees. On state lines, the indirect charges, *i.e.*, leave and pension allowances and capitalized value of abatement of land revenue, are not included.

2. Up to the 31st December 1895, the total amount of capital raised by the various guaranteed railway companies was £45,913,421, and for state lines leased to companies, £25,326,487, or in all £71,239,908 as under:

STATEMENT No. 14.

Guaranteed railways.

Particulars.	XXIV Great Indian Peninsula railway.	XXV Bombay, Baroda and Central India railway.	XXVI Madras railway.	TOTAL.
	£	£	£	£
Share capital @ 5 per cent.	20,000,000	7,550,300	8,757,670	36,307,970
Share capital @ 4½ per cent.	...	...	999,960	999,960
Share capital @ 4½ per cent.	...	...	500,000	500,000
Debentures @ 3½ per cent.	1,602,100	1,238,500	402,200	3,242,800
Debentures @ 3 per cent.	1,065,800	300,000	337,800	1,703,600
Debentures @ 2½ per cent.	300,000	...	60,000	360,000
Debenture stock @ 4 per cent.	2,701,450	...	...	2,701,450
Capital not bearing interest	64,188	18,419	12,039	94,644
TOTAL	25,736,538	9,107,219	11,069,669	45,913,421

	Rs.
* As per details on pages 98 to 100	3,25,54,767
Add—South Behar railway (under construction)	6,17,088
Add—Southern Punjab railway (under construction)	21,49,441
Add—Bengal and North-Western railway, (Company's section) (including lines under construction)	3,12,59,704
Add—Nilgiri railway (under construction)	22,60,000
Add—Bársi Light railway (under construction)	2,257
TOTAL	6,87,80,257
† As per details on page 100	1,69,00,509
Add—Karikal-Peralam railway (under construction)	4,759
TOTAL	1,69,05,268

The capital not bearing interest is made up thus:

	£	£
Premium on share capital and debentures		320,532
Discount on Debenture stock—		
Stock represented as shown above . . .	2,701,450	
Cash received	2,475,559	
Discount		225,891
Balance excess premium		94,641

STATEMENT No. 15.

State lines leased to companies.

Particulars.	II	III	XVI	XLIV	XLVII	XLIX	LII	TOTAL.
	Bengal-Nágpur railway.	Indian Midland railway.	Bengal Central railway.	Rohil-kund and Kumaon railway (Lucknow-Bareilly section).	Southern Mahratta railway (including Bellary-Kistna railway).	Southern Mahratta railway (Mysore section).	Assam-Bengal.	
	£	£	£	£	£	£	£	£
Share capital @ 4 per cent.	3,000,000	3,000,000	...	...	...	...	...	6,000,000
Share capital @ 3½ per cent.	...	...	500,000	...	3,500,000	...	1,469,248	5,469,248
Advances from money raised under Act 51 Vict., Cap. 5.	2,760,000	1,345,000	500,000	...	2,129,900	...	...	6,734,900
Debentures @ 3½ per cent.	...	1,754,100	...	147,000	688,100	...	...	2,589,200
Debentures @ 3 per cent.	1,500,000	1,000,000	...	...	255,000	...	500,000	3,255,000
Debenture stock @ 4 per cent.	...	...	...	...	...	1,200,000	...	1,200,000
Capital not bearing interest	5,781	2,016	...	...	30,957	24,000	15,385	78,139
TOTAL	7,265,781	7,101,116	1,000,000	147,000	6,603,957	1,224,000	1,984,633	25,326,487

3. The following tables contain further information in detail regarding the capital transactions of the different railways:

STATEMENT No. 16.

Debenture loans on the 31st December 1895.

Serial No.	Railway.	Amounts.		Rate of interest.	Date at which loan expires.	REMARKS.
	Guaranteed.	£	£			
XXIV	GREAT INDIAN PENINSULA	300,000		3½	30th June 1896	
		300,000		3½	31st December 1896	
		1,002,100		3½	30th June 1897	
		1,068,800		3	30th June 1902	
		300,000		2½	31st December 1902	
			2,970,900			
XXV	BOMBAY, BARODA AND CENTRAL INDIA.	100,000		3½	5th May 1896	
		250,000		3½	15th June 1896	
		100,000		3½	1st April 1897	
		232,000		3½	1st February 1898	
		20,500		3½	1st August 1898	
		536,000		3½	1st December 1898	
		300,000		3	1st January 1902	
			1,538,500			
XXVI	MADRAS	200,000		3½	31st December 1896	
		5,100		3	30th June 1897	
		102,200		3½	31st December 1897	
		100,000		3½	31st December 1898	
		14,200		3	30th June 1899	
		140,000		3	30th June 1900	
		178,500		3	30th June 1902	
		60,000		2¾	31st December 1902	
			800,000			
	TOTAL GUARANTEED .		5,309,400			
	State lines leased to companies.					
II	BENGAL-NÁGPUR . .	1,234,400		3	18th February 1900	
		265,600		3	18th February 1902	
			1,500,000			
III	INDIAN MIDLAND . .	171,200		3½	1st January 1896.	
		582,900		3½	1st July 1896	
		1,000,000		3½	31st December 1897	
		1,000,000		3	30th June 1901	
			2,754,100			
XLIV	ROHILKUND AND KUMAON (LUCKNOW-BAREILLY SECTION)	...	147,000	3½	1st July 1893	
	The sum of Rs. 20,34,195 raised by the issue of these sterling debentures was paid into the Government Treasury, Calcutta.					
XLVII	SOUTHERN MAHRATTA .	88,100		3½	1st October 1893	
		600,000		3½	1st April 1899	
		255,000		3	1st October 1901	
			943,100			
LII	ASSAM-BENGAL . .		500,000	3	4th July 1902	
	TOTAL STATE .		5,844,200			
	Purchased by the State.					
I	EAST INDIAN . .	...	150,000	2½	27th July 1902	
L	SOUTH INDIAN . .	...	313,700	3½	1st July 1895	
	TOTAL PURCHASED . .		463,700			
	GRAND TOTAL .		11,617,300			

STATEMENT

Expenditure in England and in India on Indian state railways

Classification of expenditure.	STATE LINES WORKED									
	STANDARD GAUGE.									
	Open lines.					*Under construction.*				
	I. East Indian.	IV. Bhopal-Itársi (British section).*	V. Godhra-Rutlam-Nagda (Godhra-Rutlam section).	VI. Wardha Coal.	VII. Dhond-Manmád.	IX. Bezwada-Madras (Madras-Ennúr-section).	V. Godhra-Rutlam-Nagda (Rutlam-Nagda section).	XLIII. Bengal and North-Western (Tirhoot section).	XLIV. Rohilkund and Kumaon (Lucknow-Bareilly section).	XLV. Rajputana-Malwa.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Purchase of line	37,20,00,000	...	...	...	...	...	...	...	...	...
Overdrawn capital	28,45,269	...	...	...	...	...	...	...	...	...
Preliminary expenses	1,88,072	...	1,71,835	91,642	1,28,698	2,225	8,587	1,33,608	1,28,279	22,71,635
Land	12,29,187	...	27,066	4,745	98,853	86,197	72	10,46,822	1,49,359	13,21,559
Formation	16,09,394	...	57,12,046	3,02,318	9,14,803	84,110	1,33,762	10,87,177	2,98,171	72,51,389
Bridge work	59,96,065	...	36,51,716	10,51,024	21,79,607	30,033	2,87,728	41,31,010	4,79,483	2,16,08,365
Fencing, etc.	6,18,682	...	2,46,986	2,24,237	4,10,559	37,636	2,175	9,14,562	95,675	27,86,305
Electric telegraph	...	...	3,086	...	...	...	505	...	...	...
Ballast and permanent-way.	1,36,76,766	...	38,21,838	17,51,227	50,20,570	2,05,350	3,33,386	80,61,048	22,62,741	3,71,63,921
Stations and buildings	69,02,706	...	11,10,849	3,63,847	8,81,875	49,630	29,407	31,85,827	5,96,221	1,79,64,150
Colliery works	10,27,218	...	...	...	...	...	...	...	...	...
Plant	13,28,661	...	35,400	2,19,460	1,87,833	6,703	1,705	5,75,920	1,15,281	30,02,656
Ferries	8,31,915	...	...	...	...	...	...	5,45,090	...	...
Rolling-stock	86,66,560	...	...	3,79,332	17,298	...	...	35,31,306	6,57,002	2,12,30,060
General charges	14,85,052	...	6,94,392	4,52,588	7,75,803	16,079	55,300	13,65,568	3,66,580	83,44,618
Suspense accounts	78,17,791	...	88,179	...	61,077	1,784	14,00,920	2,80,745	...	49,99,277
Exchange	...	...	...	1,90,913	6,56,990	...	...	7,84,690	42,150	50,75,830
Deduct—										
Receipts on capital account.	*9,11,303*	...	*10,408*	*40,544*	*15,719*	...	*153*	*91,290*	*9,803*	*2,76,053*
Deduct—										
Value of assets made over to undertakings, sale proceeds of surplus stores, dismantled buildings, etc.	*91,13,159*	...	...	...	...	...	...	...	...	...
TOTAL	§ 41,59,93,876	22,47,903	1,55,52,985	49,90,794	1,13,18,247	4,69,747	22,58,389	2,56,02,092	51,21,139	13,27,44,313

* Excluding Rs. 60,570 incurred on surveys of the Bhopal-Itársi railway shown under completed surveys, as it was decided by Government to
† Expenditure incurred by Government to the 31st December 1897, including liabilities on that date and law charges debitable to Government
‡ Including Rs. 74,25,340 outlay on gradient improvements. The total outlay is made up of Rs. 33,07,73,964 on commercial-section and

	East Indian.	South Indian.
	Rs.	Rs.
§ Total cost to the State in acquiring guaranteed lines, *plus* subsequent outlay (1)	41,59,93,876	8,35,71,763
Deduct—"Purchase of line" and "Overdrawn capital" as shown above	37,46,45,269	5,69,25,570
Less undrawn capital at the time of purchase	...	34,296
	4,13,48,607	2,66,70,489
Add—Outlay incurred by the guaranteed companies to the time of purchase	33,95,14,663	5,01,88,115
Total expenditure incurred on the construction of line to the 31st December 1894 (2)	38,08,63,280	7,68,38,604
Difference between (1) and (2)	3,51,30,587	67,33,159

No. 17.

appropriated to the various undertakings to the 31st December 1895.

BY COMPANIES.						STATE LINES WORKED BY THE STATE.			
METRE GAUGE.						STANDARD GAUGE.			
Open lines.					*Under construction.*	*Open lines.*			
XLVI. Pakhapur-Dhond Government shared.	XLVIII. Gaekwad-Myaree frontier.	L. South Indian.	Bellary-Kistna.†	LI. Mayavaram-Mutupet.	LII. Assam-Bengal.	XII. North Western.‡	XIII. Oudh and Rohilkhand.	XIV. Oudh and Rohilkhand (including Lucknow-Bareilly and Bareilly-Ramnagar-Moradabad).	XV. Eastern Bengal.
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
...	...	5,60,25,370	...	...	..	14,00,01,244	...	10,23,00,190	4,41,55,749
...	...	...	...	...	...	23,70,470	...	...	4,24,433
...	39,227	4,79,451	2,24,761	16,171	...	31,07,734	36,230	70,000	1,34,462
...	22,305	3,92,619	83,002	1,33,741	...	25,01,771	25,238	2,17,250	22,76,077
...	7,83,145	30,46,709	32,27,779	2,51,875	...	4,63,22,231	1,79,132	4,70,000	9,42,707
...	20,52,373	65,00,573	19,56,618	8,19,215	...	7,31,53,315	2,75,131	38,07,541	24,26,523
...	57,920	2,37,928	1,04,683	22,078	..	35,89,979	13,067	4,57,198	3,89,956
...	1,345	18,147	...	2,501	...	1,58,310	...	...	...
...	18,25,745	65,00,214	28,54,839	6,60,940	...	8,42,17,943	9,51,583	44,17,026	74,55,510
...	4,26,607	21,29,271	12,84,829	1,75,801	...	2,45,06,082	1,53,015	15,98,709	37,83,898
...	...	...	...	...	...	...	...	...	...
...	23,531	4,41,200	7,49,875	13,699	...	81,06,326	19,319	3,69,8	3,79,170
...	...	...	...	...	...	6,20,494	26,907	...	4,47,389
...	6,15,273	53,20,297	8,15,118	2,71,235	..	3,62,40,214	3,877	14,66,993	43,13,227
...	...	32,54,212	15,74,427	100	..	1,89,82,285	1,17,531	4,61,254	13,88,617
...	...	28,74,202	32,39,347	...	...	1,69,23,214	6,273	27,74,148	20,48,005
...	...	2,42,200	4,91,090	...	...	24,55,880	...	..	2,24,459
...	52	..	20,012	...	...	25,05,701	67	9,175	2,34,325
...	...	39,26,404	..	...	...	48,36,631	...	83,02,053	7,37,589
2,15,374	58,71,739	8,35,71,763	1,65,78,416	24,47,437	(a) 1,07,05,163	45,71,50,230	17,74,695	11,58,43,121	6,06,23,250

(a) Expenditure charged to Part I of the Capital account, Rs. 26,54,491, and to Part II, Rs. 80,50,672. Details of the latter account cannot be given.
omit this expenditure from the capital account of the railway.
after the transfer of the line.
Rs. 12,24,16,945 on military section.

North Western.	Oudh and Rohilkhand.	Eastern Bengal.	Total.
Rs.	Rs.	Rs.	Rs.
45,71,00,000	11,50,83,171	6,01,28,259	1,23,47,97,918
14,29,01,714	10,33,00,000 }	4,45,50,233	72,24,75,375 }
	—8,41,652 }		—8,60,794 }
31,09,30,185	1,32,24,090	2,52,18,027	41,07,30,236
12,37,10,912	9,16,17,643	2,56,90,089	61,46,70,541
43,30,36,197	10,49,01,733	5,09,08,116	1,03,54,50,070
1,92,51,708	1,09,01,388	99,20,143	5,09,36,979

STATEMENT

Expenditure in England and in India on Indian state railways

Classification of expenditure.	STATE LINES WORKED BY THE STATE—*concld.*											
	STANDARD GAUGE—*concld.*							METRE GAUGE.				
	Open lines—concld.		*Under construction.*					*Open lines.*				*Under cons*
	(a) VIII and XVIII. East Coast.	Wazir-abad-Lyallpur.	XIX. Rae Bareli-Benares.	XX. Bezwada-Madras (Ennore-Bezwada section).	XXI. Kotri-Rohri.	XXII. Mushkaf-Bolan.	XXIII. Mari-Attock.	LIII. Eastern Bengal. Northern and Behar sections including the Kaunia-Dharla, 2'6" gauge, branch).	Dacca section.	LIV. Burma.	Mu Valley.	LV. Cawnpore-Barhwal. (Ramnagar) (metre gauge-link).
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Purchase of line	...	...	...	...	...	...	...	...	...	...	...	...
Overdrawn capital	...	...	...	...	...	...	...	...	...	...	...	...
Preliminary expenses	3,65,037	41,354	...	1,44,700	1,14,726	44,155	2,60,567	1,99,091	1,27,798	4,65,993	5,42,994	31,729
Land	14,30,346	31,862	...	21,510	42,859	1,747	1,47,102	13,28,937	5,32,204	9,39,845	1,80,007	8,949
Formation	55,60,769	95,560	56	16,695	5,03,474	66,99,765	26,18,598	34,11,512	6,97,896	59,95,454	34,38,586	1,02,917
Bridgework	1,20,89,078	1,08,197	...	12	1,71,618	65,59,955	15,94,590	77,81,147	5,90,702	85,43,310	31,84,412	1,95,497
Fencing, etc.	3,47,136	6,000	...	...	4,446	1,570	857	10,82,499	1,08,636	26,30,155	1,11,514	45,573
Electric telegraph	...	...	...	...	...	...	...	...	...	...	9,233	...
Ballast and permanent-way	1,67,56,322	15,40,928	...	...	16,09,494	21,44,272	1,47,338	1,04,51,848	17,74,903	1,42,90,515	62,25,587	9,95,091
Stations and buildings	26,92,115	1,31,806	...	...	24,294	7,83,279	65,075	43,72,344	12,57,822	58,93,962	14,63,972	52,926
Colliery works	...	...	...	...	...	...	...	...	...	...	...	...
Plant	6,62,935	2,275	...	...	137	249	...	12,23,784	2,38,981	12,54,275	1,75,615	666
Ferries	1,89,421	...	...	...	...	...	...	9,40,001	...	52,918	6,38,904	...
Rolling-stock	54,46,191	1,01,253	...	...	...	2,95,240	7,000	52,78,248	7,54,787	78,58,471	24,48,655	...
General charges	33,62,987	59,036	15,067	1,11,429	3,53,120	12,61,596	4,28,818	30,43,924	3,63,574	37,07,710	27,10,165	70,946
Suspense accounts	27,57,612	1,27,674	—2,565	4,773	26,26,176	3,21,331	7,13,740	...	...	12,12,677	7,09,693	36,130
Exchange	...	...	...	...	...	...	...	11,46,540	3,06,530	12,50,610	...	...
Deduct—												
Receipts on capital account.	*65,191*	*28*	*1*	...	*16*	*43,537*	*4,894*	*2,74,797*	*10,416*	*1,79,898*	*44,243*	*215*
Deduct—												
Value of assets made over to undertakings, sale proceeds of surplus stores, dismantled buildings, etc.	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL	5,16,04,658	22,40,297	13,157	2,99,113	54,50,338	1,80,69,622	59,79,476	3,99,85,078	67,23,422	5,39,23,807	2,17,95,099	15,90,259

(a) Bezwada extension (East Coast state railway).

* Represents amount of depreciation, etc., allowed on works and stores on transfer to the company.

† In abeyance.

‡ The expenditure on the Pâtri railway was not met from railway grants, but is included to arrive at total railway outlay. It is included under the

§ Deducting the total difference (Rs. 8,01,35,379) shown in foot note § on page 85 the figures are Rs. 1,61,38,37,906.

No. 17—*contd.*

appropriated to the various undertakings to the 31st December 1895—contd.

	Special gauges.		Unclassified expenditure.										
Iruction.	*Open lines.*												
LVI. Mandalay-Kunlon.	Cherra-Companyganj (2'0").	LXXVII Jorhát (2'0").	Frontier railway reserve material.	Peshâwar railway reserve material.	Southern Mahratta. *	Biláspur-Etáwah survey.	Vizagapatam-Raipur.†	Ránaghat Bhagwangola.†	Nágpur-Chhattisgarh depreciation account.	Petroleum operations, Baluchistan.	Stores suspense balances.	Pátri.‡	Total state lines.
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
...	...	...	...	...	...	...	...	...	...	...	...	...	71,65,33,053
...	...	...	...	...	...	...	...	...	...	...	...	...	59,40,222
...	236	388	...	...	...	75,132	2,45,035	83,816	...	1,12,024	...	...	1,01,57,591
...	1,670	6,131	...	...	...	...	...	1,01,972	...	...	...	...	1,44,45,630
1,236	1,60,131	81,469	...	...	...	...	...	90,698	849	...	...	...	10,19,35,153
...	57,089	65,245	...	...	...	...	...	...	1,46,285	...	...	...	17,15,16,629
...	...	2,999	...	...	...	...	...	...	...	...	...	...	1,45,49,131
...	...	...	...	...	...	...	...	...	...	...	...	...	1,93,761
262	1,80,120	3,16,749	...	...	...	...	...	...	2,83,197	...	...	...	23,39,76,878
...	49,565	85,702	...	...	...	...	...	...	23,726	7,174	...	...	8,20,47,466
...	...	...	...	...	...	...	...	...	...	...	...	...	10,27,218
...	1,32,538	49,720	...	...	...	...	...	546	2,718	...	...	...	1,89,41,275
...	4,516	...	...	...	...	...	...	...	...	...	...	...	42,97,755
...	92,913	1,63,646	...	...	...	...	...	...	2,00,275	...	...	...	10,60,55,711
1,853	1,07,846	41,248	33,385	...	...	...	...	25,681	...	...	...	...	5,59,76,270
7,312	...	18,236	43,40,121	3,67,759	...	...	...	...	...	...	17,14,950	...	5,14,10,791
...	...	...	...	...	...	...	...	...	...	...	...	...	1,98,08,048
...	*5,294*	*3,124*	*22*	...	...	...	...	*263*	*12*	*11*	*2,514*	...	*47,40,405*
...	...	...	...	...	...	...	...	...	...	...	...	...	*2,19,11,177*
10,663	7,31,596	8,28,409	43,73,484	3,67,759	5,27,070	75,132	2,45,035	3,02,450	6,57,038	1,19,187	17,12,436	8,08,405	1,59,47,74,885

Bombay, Baroda and Central India railway in the statement on page 98.

STATEMENT

Expenditure in England and in India on Indian state railways

Classification of expenditure.	Surveys (excluding abandoned surveys).			Collieries.*		
	Surveys in progress.	Surveys completed.	Total.	Warora.	Umaria.	Total.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Purchase of line	...	...	...	...	...	...
Overdrawn capital	...	...	...	...	...	...
Preliminary expenses	4,12,380	47,23,355	51,35,735	...	...	...
Land	...	...	...	...	...	...
Formation	...	...	...	...	...	...
Bridgework	...	...	...	...	...	...
Fencing, etc.	...	...	...	...	...	...
Electric telegraph	...	...	...	...	...	...
Ballast and permanent-way	...	...	...	...	...	...
Stations and buildings	...	...	...	...	...	...
Colliery works	...	...	...	10,68,329	3,85,587	14,54,516
Plant	...	...	...	2,64,059	4,74,256	7,38,315
Ferries	...	...	...	...	...	...
Rolling-stock	...	...	...	26,491	13,795	40,286
General charges	...	...	...	8,376	66,275	74,651
Suspense accounts	3,791	9,741	13,532	6,39,278	1,38,981	7,78,259
Exchange	...	...	...	12,042	60	12,102
Deduct—						
Receipts on capital account	*3*	*291*	*294*	*1,806*	*91*	*1,897*
Deduct—						
Value of assets made over to undertakings, sale proceeds of surplus stores, dismantled buildings, etc.	...	...	...	...	...	...
Deduct—						
Contribution towards the construction of the Bhopal-Itársi and Pálampur-Deesa railways by the Government of India.	...	...	...	...	...	...
TOTAL	4,16,168	47,32,805	51,48,973	20,17,869	10,78,863	30,96,232

* The expenditure on collieries is included in this statement

No. 17—*contd.*

appropriated to the various undertakings to the 31st December 1895—contd.

Grand total State Rows, Surveys and Collieries.	LINES OWNED BY NATIVE STATES AND WORKED BY COMPANIES.										
	STANDARD GAUGE.									METRE GAUGE.	
	Open lines.								*Under construction.*	*Open lines.*	
	XXXI. Khamgaon.	XXXII. Amraoti.	XXXIII. Bina-Gunja.	XXXIV. Bhopal-Ujjain.	XXXV. Bhopal-Itarsi (Native state section).	XXXVI. The Nizam's Guaranteed State.	XXXVII. The Gadwal's Petlad.	XXXVIII. Kolar Gold-fields.	XXXIX. Nagda-Ujjain.	XLVI. Pálanpur-Deesa (Darbar share).	LXIII. The Gadwal's Mehsana.
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
71,65,33,058	...	...	...	...	...	2,30,30,382	...	...	...	...	...
59,40,222	...	...	...	...	...	...	...	...	...	...	...
1,52,93,326	369	11,799	57,621	...	...	1,58,029	7,991	6,111	...	1,973	10,066
1,44,45,630	1,116	2,420	...	...	15,667	...	...	13,402	...	...	...
10,13,85,153	44,036	20,377	4,55,5:.8	...	15,20,097	14,39,612				64,211	3,01,807
17,15,16,629	57,508	62,106	10,24,467	...	18,68,017	11,50,166	91,819	1,98,079	...	59,429	5,55,264
1,45,49,131	7,366	11,679	2,32,562	...	2,03,987	1,86,345				7,791	56,451
1,93,761	...	...	...	...	407	...	...	...	...	...	...
23,29,76,578	3,10,979	2,41,571	24,94,266	...	22,96,842	64,28,383	4,-2,465	3,32,349	...	2,03,207	17,00,381
8,20,47,466	51,896	52,056	2,57,206	...	8,15,877	18,15,997	1,52,803	82,038	...	42,184	4,22,092
24,81,734	...	...	...	...	...	...	...	...	...	...	...
1,96,79,290	3,503	3,016	4,278	...	42,095	5,07,374	...	6,084	...	6,672	33,139
42,97,755	...	...	...	...	...	...	...	...	...	...	...
10,60,95,997	11,669	8,542	22,259	...	55,961	39,12,173	...	...	...	...	16,026
5,40,50,921	31,967	20,709	4,11,614	...	3,62,124	11,16,015	38,2:.8	39,500	...	14,907	1,59,818
5,22,02,582	482	6 653	20,150	...	...	8,62,337	9,808	3,109	...	...	...
1,98,80,150	...	...	...	...	...	...	...	...	...	...	...
27,42,686	*244*	...	...	...	*4,111*	...	...	*19,018*	...	...	...
2,19,11,777	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	*22,47,963*	...	...	...	...	*2,15,874*	...
1,50,30,20,090	5,20 247	4,40,968	49,61,035	69,69,331	*50,00,000*	4,06,42,818	7,23,139	6,61,654	5,33,669	1,85,000	32,55,044

as it has been charged to railway grants.

STATEMENT

Expenditure in England and in India on Indian state railways

Classification of expenditure.	LINES OWNED BY NATIVE STATES AND WORKED BY COMPANIES—*concld.*					LINES OWNED BY NATIVE STATES AND WORKED BY STATE RAILWAY AGENCY.		
	METRE GAUGE—*concld.*			SPECIAL GAUGE.		STANDARD GAUGE.		SPECIAL GAUGE.
	Open lines—concld.			*Open line.*	*Under construction.*	*Open lines.*		*Open line.*
	LXIV. Kolhápur.	LXV. Tuticorin-Mysore Frontier.	LXVI. Mysore-Nanjangud.	LXXX. The Gaekwar's Dabhoi (2' 6").	LXXXI. Rajpipla (Ankleswar-Pardi section, 2' 6").	XL. Jeypore-Bimlipatam.	XLI. Jammu and Kashmir (Sialkot state section).	LXXXII. Cooch Behar (2' 6").
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Purchase of line	...	...	...	...	...	...	...	...
Overdrawn capital	...	...	...	...	...	...	...	...
Preliminary expenses	13,858	66,450	15,210	37,124	...	59,422	23,934	3,764
Land	29,203	23,793	3,005	...	...	46,494	...	10,615
Formation	3,20,252	5,42,279	1,84,407	3,50,673	...	2,75,961	34,935	33,298
Bridgework	11,22,548	5,44,930	83,281			5,39,735	1,35,428	96,878
Fencing, etc.	41,668	65,239	19,613			1,96,864	2,176	1,000
Electric telegraph	...	...	...	...	...	...	13,761	...
Ballast and permanent-way	4,97,538	8,59,486	2,43,693	8,53,369	...	41,56,212	5,70,755	2,79,475
Stations and buildings	2,34,489	1,25,302	56,906	2,44,475	...	10,02,578	1,13,222	45,039
Colliery works	...	...	...	...	...	...	...	...
Plant	7,050	30,331	5,651	7,817	...	82,166	5,325	11,068
Ferries	...	...	...	...	...	...	...	3,619
Rolling-stock	...	...	...	2,68,525	...	...	...	1,02,720
General charges	1,02,531	1,43,378	39,931	1,29,020	...	2,68,610	60,444	53,268
Suspense accounts	...	26,147	7,455	17,754	...	19,541	...	29,522
Exchange	...	...	...	...	...	...	...	...
Deduct—								
Receipts on capital account	..	*1,607*	...	...	...	*5,116*	...	...
Deduct—								
Value of assets made over to undertakings, sale proceeds of surplus stores, discontinued buildings, etc.	...	...	...	...	...	...	...	...
Deduct—								
Contribution towards the construction of the Bhopal Itárai and Pálanpur-Deesa railways by the Government of India	...	...	...	...	...	...	...	...
TOTAL	23,69,206	24,19,098	6,09,212	19,08,757	77,265	67,02,457	9,60,010	7,80,953

No. 17—*concld.*

appropriated to the various undertakings to the 31st December 1895—concld.

LINES OWNED AND WORKED BY NATIVE STATES.									
STANDARD GAUGE.	METRE GAUGE.							SPECIAL GAUGE.	
Under construction.	*Open lines.*					*Under construction.*		*Open lines.*	TOTAL NATIVE STATES.
XLII. Bina-Goona (Goona-Bara extension).	LXVII. Jodhpore-Bikaneer.		LXVIII. Godhpore-Chitor.	LXIX. Bhaunagar-Gondal-Junagarh-Porbandar.	LXX. Jetalsar-Rajkot.	LXXI. Bikaneer-Khari.	LXXIII. Rajkot-Jamnagar.	LXXXIII. Morvi (2' 6").	
	Jodhpore section.	Bikaneer section.							
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
...	...	...	...	...	...	...	...	...	2,30,30,382
...	...	...	...	...	...	...	...	...	...
...	41,739	7,826	...	1,19,442	14,255	...	...	18,134	7,11,127
...	1,021	...	...	58,377	14,765	...	...	1,172	2,21,680
...	2,30,188	31,424	...	17,04,315	2,45,014	...	...	6,83,290	2,21,31,602
...	2,15,592	5,673	...	42,99,222	2,32,928	...	...		
...	5,760	338	...	81,647	54,785	...	...		
...	1,16,051	15,747	...	11,774	...	...	...	...	1,57,740
...	44,28,557	6,81,990	...	50,41,518	6,72,652	...	...	12,01,345	3,39,11,082
...	3,68,435	64,733	...	23,92,961	1,64,934	...	...	43,805	86,09,193
...	...	...	...	...	...	...	...	...	...
...	40,025	5,760	...	3,41,604	16,149	...	...	14,391	11,84,717
...	...	...	...	...	...	...	...	...	3,618
...	8,58,862	96,605	...	23,12,592	...	...	...	3,61,606	80,27,640
...	89,635	10,439	...	8,80,129	82,981	...	...	1,02,847	41,67,195
...	26,560	...	...	3,68,854	5,122	...	...	69,970	14,74,474
...	...	...	...	...	...	...	...	...	...
...	...	...	...	*12,404*	...	...	...	*67,164*	*1,39,664*
...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	*24,63,337*
928	64,32,934	9,70,535	13,39,850	1,76,00,031	16,03,565	549	62,956	23,99,396	11,00,11,938

STATEMENT

Guaranteed railways

Capital authorized to be raised for each undertaking as

Serial No.	RAILWAY.	AMOUNT AUTHORIZED TO BE RAISED BY THE COMPANIES UP TO THE 31ST DECEMBER 1895.				
		Share capital.	Debentures.	Debenture stock.	Capital not bearing interest (premium).	Total.
		£	£	£	£	£
	Guaranteed.					
XXIV	GREAT INDIAN PENINSULA	20,000,000	2,970,900	(a)2,701,450	290,074	25,962,424
XXV	BOMBAY, BARODA AND CENTRAL INDIA	7,550,300	1,538,500	...	18,419	9,107,219
XXVI	MADRAS	10,257,630	800,000	...	12,039	11,069,669
	TOTAL	37,807,930	5,309,400	2,701,450	320,532	46,139,312
	State lines leased to companies.					
II	BENGAL-NAGPUR	3,000,000	1,500,000	...	5,781	4,505,781
III	INDIAN MIDLAND	3,000,000	(b) 3,000,000	...	2,016	6,002,016
XI	BENGAL-NAGPUR EXTENSIONS	...	...	...	...	...
XVI	BENGAL CENTRAL	500,000	(c) 500,000	...	...	1,000,000
XLIV	ROHILKUND AND KUMAON (LUCKNOW-BAREILLY SECTION)	...	(d) 147,000	...	...	147,000
XLVII	SOUTHERN MAHRATTA	3,500,000	943,100	...	30,957	4,474,057
XLIX	SOUTHERN MAHRATTA (MYSORE SECTION)	...	...	1,200,000	24,000	1,224,000
LII	ASSAM-BENGAL	1,500,000	500,000	...	15,385	2,015,385
	TOTAL	11,500,000	6,590,100	1,200,000	78,139	19,368,239
	Grand Total	49,307,930	11,899,500	3,901,450	398,671	65,507,551

(a) This debenture stock was raised at a discount.
(b) To be raised by the issue of shares or of debentures or otherwise.
(c) Replaced by advances raised under Act 21 Vict., cap. 5.
(d) £147,000 sterling debentures were issued by the company in England and sold for Rs. 20,34,195. This sum was paid into the Calcutta Treasury, and at the contract rate is equivalent to a sterling payment of £160,332.

No. 18.

and state lines leased to companies.

now sanctioned, the amount raised, and the amount withdrawn to the 31st December 1895.

Amount raised by the companies and advanced by the Secretary of State in England to the 31st December 1895.					Amount raised in India to the 31st December 1895.		Total amount raised to the 31st December 1895.	Total amount withdrawn to the 31st December 1895.
Share capital.	*Debentures.* Cash received.	*Debenture stock.* Cash received.	Capital not bearing interest (premium).	Advances made to companies from money raised under Act 31 Vict., cap. 5.	Share Capital.	Capital not bearing interest.		
£	£	£	£	£	£	£	£	£
19,508,103	2,970,900	(a) 2,475,559	215,145	...	496,897	74,929	25,736,533	25,624,430
7,528,626	1,538,500	...	18,419	...	21,672	...	9,107,219	9,147,505
10,257,680	800,000	...	12,039	...	...	...	11,069,669	11,081,749
37,289,301	5,309,400	2,475,559	245,603	...	518,569	74,929	45,913,421	45,853,684
3,000,000	1,500,000	...	5,781	2,760,000	...	...	(c) 7,265,781	7,588,415
3,000,000	2,754,100	...	2,016	1,345,000	...	...	7,101,116	7,051,999
...	...	...	...	...	..	...	...	Rs. 24,528
500,000	...	...	...	500,000	...	...	1,000,000	827,417
...	(d) 160,837	...	...	...	...	...	160,837	(f) 269,415
3,491,540	943,100	...	30,923	2,129,900	8,400	34	(g) 6,603,957	(g) 6,496,855
...	...	1,200,000	24,000	...	...	...	1,224,000	1,114,893
1,482,218	500,000	...	15,365	...	...	...	1,984,583	1,913,626
11,460,758	5,858,037	1,200,000	78,105	6,734,900	8,400	34	25,340,324	25,287,158
48,750,149	11,167,437	3,675,559	323,708	6,734,900	527,029	74,963	71,253,745	71,140,842

(a) This figure does not include expenditure by the State on the Kalni-Umaria section, which is equivalent to £ 378,571.
(f) Expenditure in excess of capital raised has been, and is being for the present, advanced in India.
(g) Including capital raised for completion of the Bellary-Kistna section, and expenditure thereon from the 1st January 1883.

STATEMENT

Guaranteed railways

Amount received from, and withdrawn by, each company

Serial No.	RAILWAY.	Sums standing to the credit of the companies on the 31st December 1894.	Sums advanced to the companies on the 31st December 1895.	From the Go		
				Amount		
				Share capital.	Debentures.	Debenture stock.
	Guaranteed.	£	£	£		£
XXIV	GREAT INDIAN PENINSULA.	151,531	...	...	...	...
XXV	BOMBAY, BARODA AND CENTRAL INDIA . .	147,182	...	...	...	...
XXVI	MADRAS	21,490	...	..	...	...
	TOTAL .	320,203	...	...	...	...
	State lines leased to companies.					
II	BENGAL-NÁGPUR	...	236,040	...	...	...
III	INDIAN MIDLAND	65,116	...	...	...	...
XI	BENGAL-NÁGPUR EXTENSIONS	...	...	...	...	...
XVI	BENGAL CENTRAL	173,454	...	...	...	...
XLIV	ROHILKUND AND KUMAON (LUCKNOW-BAREILLY SECTION).	...	101,481	...	...	...
XLVII	SOUTHERN MARATTA*	110,783	...	...	...	...
XLIX	SOUTHERN MAHRATTA (MYSORE SECTION) .	162,081	...	...	...	...
LII	ASSAM-BENGAL	125,513	...	40,688	500,000	...
	TOTAL .	626,947	337,530	40,688	500,000	...
	GRAND TOTAL .	947,150	337,530	40,688	500,000	...

* Including the Bellary-Kistna section.

No. 19.

and state lines leased to companies.

during the year ended the 31st December 1895.

JANUARY TO THE 31ST DECEMBER 1895.								
received.				Amount withdrawn.			Total received during the year ended the 31st December 1895.	Total withdrawn during the year ended the 31st December 1895.
England.		*In India.*		*In England.*		*In India.*		
Capital not bearing interest.	Advances made to companies from moneys raised under Act 21 Vict., cap. 5.	Share capital.	Capital not bearing interest.	On account of stores, establishment charges, etc.	For discharge of debentures.	Amount.		
£	£	£	£	£	£	£	£	£
...	...	...	...	261,532	...	—222,101	...	39,428
...	...	...	...	107,006	...	—10,137	...	187,469
25	...	...	...	66,654	...	—33,059	25	33,595
25	...	...	...	525,792	...	—265,300	25	260,492
...	...	...	...	30,698	...	5,887	...	36,585
...	...	...	...	37,083	...	—21,074	...	15,909
...	...	...	...	...	...	Rx. 24,538	...	Rx. 24,538
...	...	...	...	1,867	...	712	...	2,579
...	...	...	...	2,018	...	5,079	...	7,097
...	...	...	...	37,144	...	—152	...	36,992
...	...	...	...	...	...	13,110	...	13,110
15,385	...	...	...	199,911	...	410,668	556,073	610,579
15,385	...	...	...	308,731	...	438,758	556,073	747,479
15,410	...	...	...	834,513	...	173,458	556,098	1,007,971

STATEMENT No. 20.

Guaranteed railways.

Withdrawals out of capital for expenditure, showing the amount withdrawn in England and in India during each financial year from the commencement to the 31st March 1896.

Year.	England.	India.	Total.
	£	£	£
1849-50	69,211	6,682	75,893
1850-51	61,164	38,099	99,263
1851-52	154,212	197,111	351,323
1852-53	174,920	252,640	427,560
1853-54	252,484	418,105	670,949
1854-55	960,878	769,278	1,730,156
1855-56	1,935,074	1,471,337	3,406,411
1856-57	1,772,813	1,702,287	3,475,100
1857-58	1,328,243	2,094,825	3,423,068
1858-59	1,941,033	3,551,075	5,492,108
1859-60	2,508,668	4,662,796	7,171,464
1860-61	2,388,315	5,190,400	7,578,715
1861-62	1,597,430	5,004,782	6,602,212
1862-63	1,852,393	4,010,851	5,863,244
1863-64	1,415,146	3,840,507	5,255,653
1864-65	1,396,821	2,725,419	4,122,240
1865-66	2,222,879	3,414,127	5,636,866
1866-67	3,958,357	3,339,346	7,297,703
1867-68	3,924,490	3 195,591	7,120,081
1868-69	1,702,452	2,165,475	3,867,927
1869-70	2,298,680	2,444,171	4,742,851
1870-71	1,899,054	1,877,216	3,776,270
1871-72	886,996	1,609,732	2,496,728
1872-73	822,995	—345,720	477,245
1873-74	1,028,032	—334,979	693,053
1874-75	1,174,803	—86,992	1,087,911
1875-76	1,151,585	—200,779	950,806
1876-77	1,222,846	—507,387	715,459
1877-78	1,792,483	—469,678	1,322,805
1878-79	1,788,235	—773,612	1,012,623
1879-80	1,256,417	—906,857	349,560
1880-81	981,781	—506,992	474,789
1881-83	1,041,023	—351,483	689,540
1882-83	1,046,482	—635,619	410,873
1883-84	1,473,138	—135,218	1,337,920
1884-85	1,391,270	—256,211	1,135,059
1885-86	1,628,033	—403,928	1,224,105
1886-87	862,685	—620,359	242,326
1887-88	991,936	—343,364	648,572
1888-89	969,816	—350,938	618,878
1889-90	935,798	—565,970	369,828
1890-91	944,842	—475,463	469,379
1891-92	597,117	—551,225	45,892
1892-93	526,181	—455,927	70,254
1893-94	463,481	—394,191	69,290
1894-95	501,142	—183,580	317,562
Total withdrawals to end of 1894-95	61,201,724	43,645,590	104,847,314
Deduct—Withdrawals by the East Indian Railway Company.	*13,276,504*	*18,620,227*	30,896,801
Withdrawals by the Eastern Bengal Railway Company	*1,770,730*	*1,474,100*	*3,244,830*
Withdrawals by the Sind, Punjab and Delhi Railway Company	*6,226,076*	*4,853,007*	*11,079,083*
Withdrawals by the Oudh and Rohilkhand Railway Company	*4,358,107*	*4,910,204*	*9,268,311*
Withdrawals by the South Indian Railway Company	*3,831,123*	*932,278*	*4,763,407*
Total deductions	*29,462,566*	*30,790,466*	*59,253,032*
Net withdrawals to end of 1894-95	32,739,158	12,855,104	45,594,262
Add—Withdrawals during 1895-96 (partly estimated)	559,260	—229,160	330,160
Net withdrawals to end of 1895-96	33,298,418	12,626,004	45,924,422

STATEMENT No. 21.

State lines leased to companies.

Capital withdrawals in England and in India on account of the Bengal Central, the Southern Mahratta, the Mysore, the Bengal-Nágpur, the Indian Midland, the Lucknow-Bareilly, and the Assam-Bengal railways during each financial year from the commencement to the 31st March 1896.

Year.	England.	India.	TOTAL.
	£	£	£
1881-82	170,000	...	170,000
1882-83	280,477	728,661	1,009,138
1883-84	340,820	538,001	878,821
1884-85	321,853	727,095	1,048,948
1885-86	261,937	1,406,216	1,668,153
1886-87	706,952	2,433,367	3,140,319
1887-88	1,688,658	3,375,644	5,064,302
1888-89	1,460,175	3,657,987	5,118,162
1889-90	605,126	1,507,289	2,112,415
1890-91	409,803	973,649	1,383,452
1891-92	469,178	446,620	915,798
1892-93	386,287	417,285	803,572
1893-94	280,110	468,145	748,255
1894-95	385,354	290,644	676,498
Total expenditure to end of 1894-95.	7,767,230	16,970,603	24,737,833
1895-96 (Revised estimate)	356,900	558,600	915,500
TOTAL	8,124,130	17,529,203	25,653,333

STATEMENT No. 22.

Capital outlay on open lines of railway on the 31st December 1895 and the average cost per mile, excluding branches and extensions of the open system still under construction.

Serial No.	RAILWAY.	Length of line open on the 31st December 1895. (From statement No. 32, pages 138—141).	Total length of single track, including sidings, on the 31st December 1895. (From statement No. 32, pages 138—141).	Capital outlay on open line to the 31st December 1895 on first trade (exclusive of steamboats, service and suspense).	AVERAGE COST, EXCLUSIVE OF STEAM-BOAT SERVICE AND SUSPENSE.		Outlay on steam-boat service to the 31st December 1895.	Amount at debit of suspense (open line) on the 31st December 1895.	Total capital outlay on open line to the 31st December 1895, including steam-boat service and suspense (see also statement No. 23).
					Per mile open.	Per mile of single track, including sidings.			
	STANDARD GAUGE.	Miles.	Miles.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
	State lines worked by companies.								
I	EAST INDIAN	1,700·19	2,619·53	37,08,85,251	2,18,202	1,41,577	2,40,385	87,38,210	38,07,18,855
II	BENGAL-NAGPUR	860·88	959·11	9,60,72,920	1,11,482	1,00,155	...	26,73,521	9,87,46,790
III	INDIAN MIDLAND	679·12	764·84	8,54,50,948	1,27,307	1,13,033	...	16,06,966	8,70,57,909
IV	BHOPAL-ITARSI (BRITISH SECTION) •	13·11	16·12	22,47,903	1,71,469	1,39,452	...	...	22,47,903
V	GODHRA-RUTLAM-NAGDA	115·33	123·68	1,54,64,905	1,34,092	1,20,180	...	83,179	1,55,52,365
VI	WARDHA COAL	44·98	44·98	49,80,794	1,11,203	98,012	...	...	49,80,794
VII	PHONI-MANMAD	145·44	159·68	1,12,57,170	77,401	70,498	...	61,077	1,13,18,247
VIII	EAST COAST (STATE) (DESWADA EXTENSION)	20·58	21·54	14,31,642	69,565	66,464	...	...	14,31,642
	TOTAL	3,579·63	4,719·46	58,88,07,583	1,64,493	1,24,762	2,40,385	1,32,17,262	60,29,55,185
	State lines worked by the State.								
XII	NORTH WESTERN (STATE)	2,427·23	3,090·59	11,08,01,073	(a) 1,59,478	(c) 1,28,142	44,15,318	1,08,22,799	42,60,39,190
XIII	HYDERABAD-SIKANDARAD	58·91	63·13	17,40,916	29,552	27,577	26,206	6,273	17,74,395
XIV	OUDH AND ROHILKHAND (STATE)	797·18	916·64	10,21,35,180	1,28,108	1,11,484	...	27,79,148	10,48,93,328 •
XV	EASTERN BENGAL (STATE)	249·22	470·35	5,70,30,304	2,28,835	1,38,990	18,29,907	20,48,905	6,09,08,116
XVI	BENGAL CENTRAL	125·01	145·75	1,00,96,721	80,767	69,274	• ...	80,745	1,01,77,466
XVII	CALCUTTA PORT COMMISSIONERS'	8·53	29·64	65,14,923	7,63,762	2,19,801	...	...	65,14,923
XVIII	EAST COAST (STATE)	(d)426·80	(•)486·71	4,43,03,829	1,03,785	91,020	1,89,421	27,27,045	4,72,21,295
	TOTAL	4,142·07	5,141·78	53,26,13,946	(f) 1,49,143	(g) 1,20,387	64,61,552	1,84,59,015	53,75,34,383
	Lines worked by guaranteed companies.								
XXIV	GREAT INDIAN PENINSULA	1,236·03	1,999·91	27,46,65,307	2,13,427	1,37,343	...	48,73,929	27,95,39,236
XXV	BOMBAY, BARODA AND CENTRAL INDIA (h)	460·90	641·19	9,81,81,804	2,13,022	1,53,124	...	24,17,566	10,05,99,370
XXVI	MADRAS	889·25	1,018·79	11,81,25,872	1,40,757	1,15,947	...	27,65,925	12,08,91,797
	TOTAL	2,587·05	3,659·89	49,09,73,983	1,80,781	1,34,150	...	1,00,57,420	50,10,30,403
	Assisted companies.								
XXVII	DELHI-UMBALLA-KALKA	161·40	178·73	(i) 1,54,63,553	95,809	86,519	...	42,627	(i) & (l) 1,55,06,180
XXVIII	TARKESWR	22·23	25·16	17,58,340	78,873	69,888	...	...	17,58,340
	TOTAL	183·63	203·89	1,72,16,933	93,759	84,442	...	42,627	1,72,59,460
	Lines owned by native states and worked by companies.								
XXXI	KHÁNDESH	7·55	8·12	5,20,465	68,936	61,813	...	482	5,20,947
XXXII	AMRÁOTI	5·44	6·09	4,43,425	81,512	72,812	...	6,563	4,49,988
XXXIII	BINA-GUNNA	72·18	77·49	46,80,855	68,729	64,429	...	20,150	46,81,035
XXXIV	BHOPAL-UJJAIN	113·62	119·11	66,03,511	58,171	55,441	...	2,65,790	68,69,381
XXXV	BHOPAL-ITARSI (NATIVE STATE SECTION)	44·28	52·63	50,00,000	1,12,918	95,003	...	...	50,00,000
XXXVI	THE NIZAM'S GUARANTEED STATE	332·32	360·83	3,97,74,481	1,19,687	1,08,428	...	8,69,327	4,06,43,818
XXXVII	THE GAEKWAR'S PETLÁD	13·45	15·12	7,18,231	53,433	47,478	...	9,808	7,28,139
XXXVIII	KOLAR GOLD-FIELDS	10·00	12·85	6,85,545	68,554	51,240	...	3,109	6,81,654
	TOTAL	598·64	658·54	5,86,74,673	98,013	89,098	...	12,75,239	5,99,49,912
	Lines owned by native states and worked by state railway agency.								
XL	RAJPURA-BHATINDA	107·04	122·37	66,82,915	61,913	54,612	...	19,542	67,02,457
XLI	JAMMU AND KASHMIR (NATIVE STATE SECTION)	15·82	20·51	9,60,011	60,302	46,807	...	...	9,60,011
	TOTAL	122·86	142·88	76,42,926	61,706	53,402	...	19,542	76,62,468
	TOTAL STANDARD GAUGE	11,215·68	14,526·44	1,79,59,28,609	(k) 1,58,730	(l) 1,22,059	74,01,937	4,30,71,006	1,84,64,01,811

(a) Excluding portion of the old Quetta loop (9·07 miles) which is under reconstruction on a new alignment, but including 0·13 miles (Mevan Meer chord and Peronpeco cantonment to Hassanabdal road for military traffic only.

(b) Calculated on 2,57·99 miles, excluding 57 in lieu of the Quetta loop, the original cost of which has been included with that of the North Western (state) railway, but which is now used for construction on a new alignment.

(c) Calculated on 3,29·04 miles, inclusive of old Quetta loop.

(d) Excluding 2·99 miles laid on the metre gauge.

(•) Excluding 2·85 miles laid on the metre gauge.

(f) Calculated on 4,21·65 miles see (b) above.

(g) Calculated on 4,21·65 miles see (c) above.

(h) Including the Pare branch, the state outlay (Rs. 8,08,463) on which was met from the Civil works grant. The capital outlay shown in this table is inclusive of this amount.

(i) Including Rs. 5,26,918 on account of interest on capital during construction.

(k) The decrease as compared with the last year's return is due to certain credits.

(•) Calculated on 11,34·36 miles see (b) above.

(l) Calculated on 14,04·45 miles see (c) above.

N.B.—The outlay against the East Indian, North Western, Oudh and Rohilkhand (state), Eastern Bengal (state) and South Indian railways represents the capital expenditure on open lines of those railways, including branches and extensions of the system under construction, inasmuch as compensation up to date of transfer of the lines to the State, plus the expenditure since incurred by Government. The figures will not agree with those shown in statement No. 17 in this chapter, where premia on share capital, at the time of purchase and outlay on lines under reconstruction are included.

STATEMENT No. 22—*contd.*

Capital outlay on open lines of railway on the 31st December 1895 and the average cost per mile excluding branches and extensions of the open system still under construction—contd.

Serial No.	RAILWAY.	Length of line open on the 31st December 1895. (From statement No. 24, pages 150—161).	Total length of single track, including sidings, on the 31st December 1895. (From statement No. 32, pages 198—197).	Capital outlay on open line to the 31st December 1895 on final basis (exclusive of steam-boat service and suspense).	AVERAGE COST, EXCLUSIVE OF STEAM-BOAT SERVICE AND SUSPENSE.		Outlay on steam-boat service to the 31st December 1895.	Amount of debit of suspense (open line) on the 31st December 1895.	Total capital outlay on open line to the 31st December 1895, including steam-boat service and suspense (see also statement No. 26).
					Per mile open.	Per mile of single track, including sidings.			
		Miles.	Miles.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
	METRE GAUGE.								
	State lines worked by companies.								
XLIII	BENGAL AND NORTH-WESTERN—								
	TIRHOOT SECTION . . .	341·80	393·69	2,47,76,252 (a)	72,488	62,933	5,45,905	2,80,745	2,56,02,992 (a)
	COMPANY'S SECTION . . .	414·90	458·50	2,70,82,656	65,338	59,068	12,40,061	4,42,703	2,95,65,420
XLIV	ROHILKUND AND KUMAON (LUCKNOW-BAREILLY SECTION) . .	231·17	253·08	54,86,124 (b)	36,709	32,774	...	2,36,341	57,22,465 (b)
XLV	RAJPUTANA-MALWA	1,673·94	1,921·66	12,77,45,036	76,314	66,476	49,99,277		13,27,44,313
XLVI	PÁLANPUR-DEESA	17·28	18·13	4,00,373	23,170	22,083	...	...	4,00,373
XLVII	SOUTHERN MAHRATTA . . .	1,042·04	1,149·99	9,41,65,496	90,369	81,886	...	14,34,094	9,56,02,590
XLVIII	GUNTAKAL-MYSORE FRONTIER .	119·50	128·72	58,71,739	49,136	45,616	...	...	58,71,739
XLIX	SOUTHERN MAHRATTA (MYSORE SECTION)	296·00	323·62	1,45,25,023	49,071	44,883	...	3,97,429	1,49,22,452
L	SOUTH INDIAN	1,041·20	1,173·22	7,36,61,242	71,011	63,044	...	28,74,362	7,65,35,604
LI	MÁYAVARAM-MUTUPET . . .	53·20	59·20	21,47,338	45,259	41,208	...	100	21,47,438
LII	ASSAM-BENGAL	120·61	149·61	93,38,934	72,054	62,422	...	14,25,963	1,08,64,917
	TOTAL .	5,301·42	6,035·46	38,98,06,233	72,519	64,420	20,85,136	1,21,61,014	40,20,52,403
	State lines worked by the State.								
LIII	EASTERN BENGAL (STATE)—								
	NORTHERN AND BEHAR SECTIONS (including the Kamla-Diarila, 2' 6" gauge, branch) . .	478·51	552·95	3,20,45,077	81,597	70,612	2,40,001	...	3,22,85,078
	DACCA SECTION . . .	85·92	99·83	67,23,422	78,252	67,349	...	...	67,23,422
LIV	BURMA (STATE)	834·20	972·83	7,10,92,076	85,222	73,078	6,91,822	13,12,077	7,30,96,675
	TOTAL .	1,398·63	1,625·61	11,68,80,575	83,554	71,887	16,31,823	13,12,077	11,21,05,075
	Assisted companies.								
LVII	DHOLPUR	4·79	5·41	2,86,180	59,745	52,898	...	1,906	2,88,086
LVIII	ROHILKUND AND KUMAON (COMPANY'S SECTION)	53·92	58·51	20,75,751	38,497	35,477	...	2,500	(c) 20,78,251
LIX	BENGAL DOOARS	36·40	43·63	21,85,488	60,041	50,091	1,03,553	37,435	23,26,476
LX	DIBRU-SADIYA	77·50	87·16	72,01,156	92,957	82,654	...	1,93,573	74,03,729
	TOTAL .	172·61	194·71	1,17,51,575	68,082	60,354	1,03,553	2,40,414	1,20,95,542
	Carried over .	6,932·66	7,855·78	51,74,18,383	...	...	38,20,532	1,37 14,05	53,49,53,020

(a) Including interest on capital during construction (Rs. 10,90,046).
(b) Including interest on capital during construction (Rs. 41,029).
(c) The decrease as compared with the last year's report is due to certain credits.

N.B.—The outlay against the East Indian, North Western (state), Oudh and Rohilkhand (state), Eastern Bengal (state), and South Indian railways represents the gross expenditure on open lines of railway, excluding branches and extensions of the open system under construction, incurred by companies up to date of transfer of the lines to the State, less the expenditure since incurred by Government. The figures will not agree with those shown in statement No. 17 in this chapter, where premia on share capital, etc., at time of purchase and outlay on lines under construction are included.

STATEMENT No. 22—*concld.*

Capital outlay on open lines of railway on the 31st December 1895 and the average cost per mile, excluding branches and extensions of the open system still under construction—concld.

Serial No.	RAILWAY.	Length of line open on the 31st December 1895. (From statement No. 32, pages 139-141.)	Total length of single track, including sidings, on the 31st December 1895. From statement No. 32, pages 139-141.)	Capital outlay on open line to the 31st December 1895 on Real Estate (exclusive of steam-boat service and suspense).	AVERAGE COST, EXCLUSIVE OF STEAM-BOAT SERVICE AND SUSPENSE.		Outlay on steam-boat service to the 31st December 1895.	Amount at debit of suspense (open line) on the 31st December 1895.	Total capital outlay on open line to the 31st December 1895, including steam-boat service and suspense (see also statement No. 26).
					Per mile open.	Per mile of single track, including sidings.			
		Miles.	Miles.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
	Brought forward	6,932·66	7,855·78	51,74,18,583	...	...	33,20,632	1,37,14,105	53,49,53,026
	METRE GAUGE—*concld.*								
	Lines owned by native states and worked by companies.								
LXIII	THE GAEKWAR'S MEHSÁNA	92·63	104·27	32,55,044	35,140	31,217	...	...	32,55,044
LXIV	KOLHÁPUR	29·07	30·77	23,69,206	81,500	76,997	...	...	23,69,206
LXV	YEVATMÁL-MYSORE FRONTIER	51·35	55·02	23,93,552	46,612	43,503	...	26,146	(a) 24,19,698
LXVI	MYSORE-NANJANGÚD	15·25	16·34	6,01,788	39,460	36,837	...	7,455	6,09,243
	TOTAL	188·30	206·40	86,19,590	45,776	41,761	...	33,601	86,53,191
	Lines owned and worked by native states.								
LXVII	JODHPORE-BICKANEER—								
	JODHPORE SECTION	320·50	330·00	(a) 64,06,374	19,989	19,413	...	26,560	(a) 64,32,934
	BICKANEER SECTION	43·50	44·50	9,70,535	22,311	21,810	...	...	9,70,535
LXVIII	GODHPORE-CHITOR	60·31	63·19	18,39,850	22,216	21,204	...	...	18,39,850
LXIX	BHÁVNAGAR-GONDAL-JUNÁGARH-PORBANDAR	333·40	374·55	1,72,81,178	(b) 52,3 81	(b) 47,080	...	3,68,854	1,76,00,032
LXX	JETALSAR-RÁJKOT	46·23	49·43	14,98,463	32,412	30,315	...	5,122	15,03,585
	TOTAL	804·00	861·07	2,74,46,400	34,329	32,172	...	4,00,536	2,78,46,936
	Foreign lines.								
LXXIV	WEST OF INDIA PORTUGUESE	51·00	62·85	1,35,85,063	2,66,374	2,16,161	(c) 25,32,168	2,14,735	1,63,31,966
LXXV	PONDICHERRY	7·80	9·62	5,68,543	72,890	59,100	...	...	5,68,543
	TOTAL	58·80	72·47	1,41,53,606	2,40,706	1,95,303	25,32,168	2,14,735	1,69,00,509
	TOTAL METRE GAUGE	7,983·76	8,996·32	56,76,37,949	(d) 71,121	(e) 63,149	63,52,700	1,43,62,977	58,83,53,226
	SPECIAL GAUGES.								
	State line worked by the State								
LXXVII	JORHÁT (2′ 0″)	28·00	29·80	8,10,173	28,935	27,187	...	18,236	8,28,409
	Assisted company.								
LXXVIII	DARJEELING-HIMALAYAN (2′ 0″)	51·00	54·00	30,26,694	60,512	57,150	...	1,13,671	31,99,765
	Line owned by native state and worked by company.								
LXXX	THE GAEKWAR'S DABHOI (2′ 6″)	71·66	76·64	18,72,382	26,135	24,437	...	17,753	18,90,615
	Line owned by native state and worked by state railway agency.								
LXXXII	COOCH BEHAR (2′ 6″)	22·12	23·21	7,03,714	31,813	30,319	3,618	23,621	7,30,953
	Line owned and worked by native state.								
LXXXIII	MORVI (2′ 6″)	94·36	98·36	23,23,426	24,627	23,633	...	69,970	23,99,396
	TOTAL SPECIAL GAUGES	267·14	282·01	88,06,269	32,950	31,213	3,618	2,43,251	90,49,138
	TOTAL OF ALL RAILWAYS	10,466·63	28,804·77	2,97,23,69,087	(f) 1,21,282	(g) 99,215	1,37,58,256	5,76,77,233	2,44,38,04,575

(a) The decrease as compared with the last year's report is due to certain credits.
(b) Calculated on the mileages and cost of the home line, excluding dock sidings and quarry lines maintained by the States themselves, *viz.*, 328·96 miles and 368·00 miles, respectively.
(c) Expenditure on Harbour works at Mormugao.
(d) Calculated on 7,861·23 miles. } See note (b)
(e) Calculated on 8,389·77 miles. } above.
(f) Calculated on 19,860·76 miles. } See note (b) above, also note on
(g) Calculated on 23,911·45 miles. } previous page.

Main results of working and revenue statistics.

The main results of working of all railways during 1894 and 1895 are compared in statement No. 25 on pages 110 and 111.

Mean mileage worked and capital outlay.

2. The total mean length of railways worked during 1895 was 19,160 miles as compared with 18,694 miles worked during the previous year. The total capital outlay,* including steam-boat service and suspense accounts, on the mileage open to 31st December 1895, amounted to Rs. 2,44,38,04,575 against Rs. 2,37,79,00,823 at the end of the previous year.

Gross earnings.

3. The gross earnings from all sources showed an increase of 2·85 per cent. The earnings under coaching rose from Rs. 8,49,39,879 in 1894 to Rs. 9,13,94,936 in 1895, under goods from Rs. 16,24,81,742 to Rs. 16,36,93,596, while the earnings from steam-boat service and miscellaneous sources decreased from Rs. 76,66,943 to Rs. 72,80,528.

The gross earnings per mean mile worked per week, excluding steam-boat, were Rs. 261·18 against Rs. 260·80 in 1894.

Coaching traffic.

4. The total number of passengers booked showed an increase of 5·05 per cent. as compared with the number booked in 1894. The passenger earnings increased by 5·89 per cent., with an increase in the passenger unit-mileage of 4·80 per cent. The number of passengers carried one mile per mean mile worked was 322,324 as compared with 315,085 in 1894. Of the total number carried, the lower classes contributed 97·35 per cent., the second class 2·25 per cent. and the first class 0·40 per cent. only.

The average distance travelled by each first class passenger was 73·77 miles against 75·03 miles in the previous year, and the amount paid was pies 12·57 against pies 12·74 per mile. In the second class, the average distance travelled was 46·96 miles against 48·92 miles, and the amount paid 5·14 pies against 5·08 pies per mile; while in the lower classes the average distance travelled was 40·04 miles against 40·09 miles, and the amount paid 2·35 pies against 2·32 pies per mile.

Under other coaching traffic, there was an increase of Rs. 19,92,415 or 21·70 per cent.

The increase under coaching traffic in 1895 was due chiefly to increased mileage worked, to the development of traffic and to the conveyance of troops for the Chitral expedition.

Goods traffic.

5. The total tonnage of goods lifted showed an increase of 3·02 per cent. as compared with the tonnage lifted in 1894. The total ton-mileage increased 1·71 per cent. and the earnings 0·75 per cent. The number of tons of goods carried one mile per mean mile worked was 260,009 as compared with 260,074 in 1894.

The increase in the earnings from goods traffic was chiefly due to a heavier traffic in "Coal," and also to an improvement under "Military stores" and "Live stock," owing to the Chitral expedition. Under "Merchandise, general" there was a large falling off, owing mainly to a heavy decrease in seeds traffic. The export traffic in wheat showed an increase as compared with the previous year, but the figures were lower than in the five years preceding 1894.

Working expenses.

6. The working expenses rose in 1895 to Rs. 12,11,98,860 from Rs. 11,98,39,200 in 1894. The increase was due chiefly to larger traffic worked, to increased open mileage and to more extensive repairs and renewals. The percentage of total working expenses on gross earnings was 46·19 as compared with 46·98 in 1894.

Net earnings and statistical return on capital.

7. The net earnings derived from all railways amounted to Rs. 14,11,70,200 as compared with Rs. 13,52,42,364 in 1894, giving a percentage per annum on the total capital outlay* on open lines of 5·78 as compared with 5·69.

* The capital outlay here referred to is that shown in Chapter VII, statement No. 23 in the report for 1894-95 and statement No. 22 in the present report.

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8. The following table shows the gross earnings, working expenses, and net earnings during 1895, and the amount of these per train-mile, excluding steam-boat, for all railways under the following grouping:

Results per train-mile.

	Guaranteed railways.	State lines leased to companies.	State railways (commercial).	State railways (military).	State railways worked by companies.	Assisted companies.	Native states.	Foreign lines.	TOTAL.
Standard gauge lines—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Gross earnings	6,25,44,020	1,23,18,839	5,50,80,252	32,71,057	5,57,57,860	17,88,674	54,09,217	...	19,41,44,919
Gross earnings per train-mile	*4·50	3·95	3·90	2·47	*4·23	2·89	*4·40	...	4·32
Working expenses	3,09,97,442	67,22,029	2,46,30,525	38,07,375	1,74,32,318	8,50,119	29,09,407	...	8,73,49,204
Working expenses per train-mile	*2·23	2·16	1·81	2·87	*1·56	1·39	*2·40	...	1·94
Net earnings	3,15,46,578	55,91,810	2,84,49,727	—5,36,318	3,83,25,547	9,18,561	24,99,810	...	10,67,95,715
Net earnings per train-mile	*2·39	1·79	2·09	—0·40	*2·24	1·50	*1·96	...	2·38
Metre gauge lines—									
Gross earnings	...	90,86,653	1,21,82,716	...	3,63,33,786	36,38,946	33,33,221	4,93,703	6,52,73,354
Gross earnings per train-mile	...	2·58	3·32	...	3·29	3·33	3·23	4·25	3·18
Working expenses	...	55,66,614	60,48,074	...	1,63,32,166	14,90,447	20,33,145	4,30,000	3,18,60,446
Working expenses per train-mile	...	1·58	1·65	...	1·50	1·29	1·69	3·70	1·55
Net earnings	...	35,20,039	61,34,642	...	1,95,56,622	23,58,499	13,80,076	63,703	3,34,13,483
Net earnings per train-mile	...	1·00	1·67	...	1·79	2·04	1·54	0·55	1·63
Special gauge lines—									
Gross earnings	...	...	84,696	...	...	7,39,619	6,50,104	...	14,74,419
Gross earnings per train-mile	...	...	3·35	...	...	4·61	2·57	...	3·36
Working expenses	...	...	65,976	...	...	3,80,249	3,41,528	...	7,87,753
Working expenses per train-mile	...	...	2·61	...	...	2·37	1·35	...	1·79
Net earnings	...	...	18,720	...	...	3,59,370	3,08,576	...	6,86,666
Net earnings per train-mile	...	...	0·74	...	...	2·24	1·22	...	1·57

In the previous year the results per train-mile were:

Standard gauge lines—									
Gross earnings per train-mile	*4·42	3·88	3·76	2·30	*5·00	2·95	*4·46	...	4·26
Working expenses per train-mile	*2·24	2·12	1·88	2·64	*1·66	1·42	*2·33	...	1·96
Net earnings per train-mile	*2·31	1·76	1·88	—0·54	*3·34	1·53	*2·09	...	2·30
Metre gauge lines—									
Gross earnings per train-mile	...	2·49	3·30	...	3·16	3·16	3·17	3·51	3·03
Working expenses per train-mile	...	1·62	1·65	...	1·49	1·28	1·90	2·94	1·49
Net earnings per train-mile	...	0·87	1·61	...	1·77	1·90	1·57	0·57	1·59
Special gauge lines—									
Gross earnings per train-mile	...	...	3·13	...	...	4·68	2·55	...	3·24
Working expenses per train-mile	...	...	2·64	...	...	2·79	1·51	...	1·97
Net earnings per train-mile	...	...	0·48	...	...	1·89	1·04	...	1·27

* The differences in the results per train-mile are due to the gross earnings and working expenses shown in the above tables including the home and leased line figures, whereas the net earnings represent home line figures only. As the leased lines belong to different classifications to those of home lines, the net earnings of the former are shown under their respective classifications.

Earnings per mile per week and percentage of working expenses on gross earnings.

9. The following table shows the gross earnings per mean mile worked per week and the percentage of working expenses to gross earnings on the principal railways for 1894 and 1895:

Serial No.	Railways (including branches and leased lines).	Previous year. Gross earnings per mean mile worked per week (excluding steam-boat).	Previous year. Percentage of working expenses on gross earnings (excluding steam-boat).	1895. Gross earnings per mean mile worked per week (excluding steam-boat). *	1895. Percentage of working expenses on gross earnings (excluding steam-boat). †	Remarks.
	STANDARD GAUGE.	Rs.		Rs.		
	State lines worked by companies.					
I	East Indian (a)	604	30·75	603	(b) 30·92	(a) Excluding the Delhi-Umballa-Kalka and the Tarkessur railways.
II	Bengal-Nágpur	149	51·30	153	48·48	(b) Including steam-boat, the percentage is 31·07.
III	Indian Midland	147	58·22	117	63·55	
	State lines worked by the State.					
XII	North Western (state) (c)	253	60·17	274	(d) 53·20	(c) Excluding the Hyderabad-Shadipalli and the Rájpura-Bhátinda railways.
XIV	Oudh and Rohilkhand (state)	262	45·47	248	48·95	(d) Including steam-boat, the percentage is 53·20.
XV	Eastern Bengal (state) (e)	621	38·58	649	(f) 34·61	(e) Excluding the Bengal Central railway.
XVIII	East Coast (state)	97	88·64	90	(g) 78·65	(f) Including steam-boat, the percentage is 35·07. (g) Including steam-boat, the percentage is 83·71.
	Lines worked by guaranteed companies.					
XXIV	Great Indian Peninsula	468	55·18	436	56·38	
XXV	Bombay, Baroda and Central India (h)	665	36·85	732	37·69	(h) Excluding the Godhra-Rutlam-Nagda, open section, the Gaekwar's Petlád, and the Gaekwar's Dabhoi railways.
XXVI	Madras	237	52·11	257	47·64	
	Line owned by native state and worked by company.					
XXXVI	The Nizam's Guaranteed State	177	50·20	185	53·77	
	METRE GAUGE.					
	State lines worked by companies.					
XLIII	Bengal and North-Western—					
	Tirhoot section	130	41·72	123	(i) 41·97	(i) Including steam-boat, the percentage is 42·45.
	Company's section					
XLV	Rajputana-Malwa (j)	285	38·19	269	40·29	(j) Excluding the Pálanpur-Deesa, and the Gaekwar's Mehsána railways in 1894; also the Ooderpore-Chitor railway in 1895.
XLVII	Southern Mahratta	99	65·73	109	59·94	
L	South Indian (k)	148	58·99	164	56·12	(k) Excluding the Máyavaram-Mutupet railway.
LII	Assam-Bengal (l)	...	...	64	103·75	(l) Opened to traffic from the 1st July 1895.
	State lines worked by the State.					
LIII	Eastern Bengal (state)—					
	Northern and Behar sections (including the Kaunia-Dharlla, 2′ 6″ gauge, branch)	191	35·93	199	(m) 36·93	(m) Including steam-boat, the percentage is 40·29.
	Dacca section	112	54·46	120	51·49	
LIV	Burma (state)	164	62·38	169	(n) 58·86	(n) Including steam-boat, the percentage is 59·73.
	Assisted company.					
LVIII	Rohilkund and Kumaon (Company's section)	99	57·22	84	61·99	
	Lines owned and worked by native states.					
LXVII	Jodhpore-Bickanbee—					
	Jodhpore section	65	38·09	58	41·60	
	Bickanbee section	35	49·61	38	47·89	
LXIX	Bhávnagar-Gondal-Junágarh-Porbandar	101	57·29	108	57·74	

* See also statements Nos. 24, 26 and 36.
† See also statements Nos. 25, 36 and 37.

Capital expenditure and general results of working.

10. Including steam-boat service, and the capital* expenditure on suspense accounts, the total general results of working of all railways during 1895 were as follows:

		Standard gauge.	Metre gauge.	Special gauges.	Total.
Mileage open at end of year	Miles.	11,215·63	7,983·76	267·14	19,466·53
Mileage of single track, including sidings	"	14,326¾	2,996·32	282·01	28,804·72
Mean mileage worked during the year ...	"	11,081·95	7,812·21	265·78	19,159·94
Total capital outlay on open lines* ...	Rs.	1,24,64,01,811	58,83,53,626	90,49,138	2,44,38,04,575
Average cost per mile open†	"	1,58,730	71,121	32,250	1,21,282
Average cost per mile of single track, including sidings.†	"	1,22,059	63,143	31,213	99,215
Gross earnings	"	19,45,77,549	6,63,09,577	14,81,334	26,23,69,060
Working expenses	"	8,78,39,252	3,25,71,855	7,37,753	12,11,98,860
Percentage of working expenses on gross earnings.		45·14	49·12	58·16	46·19
Net earnings	"	10,67,38,297	3,37,37,722	6,94,181	14,11,70,200
Percentage of net earnings on total capital cost of open line.		5·73	5·73	7·67	5·78

Net earnings and percentage on capital outlay.

11. Taking the figures as grouped in statement No. 36 on pages 154 to 157 for the standard and metre gauge railways only, it will be seen that the net earnings of the state lines amounted in 1895 on the standard gauge (the East Indian railway excepted) to Rs. 3,45,83,929, giving a return of 3·86 per cent. on a total capital expenditure* of Rs. 89,67,31,079, and on the metre gauge to Rs. 3,10,11,388, giving a return of 5·96 per cent. on a total capital expenditure* of Rs. 52,01,01,673. Including the East Indian railway, the net earnings of the state lines (standard and metre gauge) were Rs. 10,29,10,734 or 5·73 per cent. on a total capital outlay* of Rs. 1,79,75,51,607.

The net earnings of the East Indian railway alone amounted to Rs. 3,73,16,417, being at the rate of 9·80 per cent. on a total capital expenditure* of Rs. 38,07,18,855. The surplus profits after paying annuity and interest charges were Rs. 71,45,393, of which sum one-fifth, or Rs. 14,29,078, was paid over to the working company as its share under the contract.

The net earnings of the lines classed as "State lines worked by the State" were on the standard gauge Rs. 2,81,56,589, or 4·28 per cent. on a total capital outlay* of Rs. 65,75,34,383, and on the metre gauge Rs. 61,74,927, or 5·15 per cent. on a total capital outlay* of Rs. 11,98,05,075.

The net earnings of the guaranteed lines, all of which are on the standard gauge, amounted to Rs. 3,16,20,605, giving a return of 6·30 per cent. on a total capital outlay* of Rs. 50,16,92,057.

The net earnings of the lines in the hands of assisted companies were on the standard gauge Rs. 9,18,561, being at the rate of 5·32 per cent. on a total capital outlay* of Rs. 1,72,59,460, and on the metre gauge Rs. 8,79,972, being at the rate of 4·23 per cent. on a total capital outlay* of Rs. 2,08,18,007.

The net earnings derived by the native state lines amounted on the standard gauge to Rs. 22,99,785, giving a return of 4·60 per cent. on a total capital outlay* of Rs. 5,00,00,360, and on the metre gauge to Rs. 17,34,226, giving a return of 5·58 per cent. on a total capital outlay* of Rs. 3,11,01,980.

Results of working the guaranteed railways.

12. Statements relating to guaranteed railway transactions are given on pages 116 to 119. Where the transactions are stated in these statements in sterling, conversions from Indian currency have been made at the contract rates of exchange. On this basis the guaranteed lines are shown (*vide* Statement No. 29, page 118) to have returned a net revenue of £2,909,568. The guaranteed interest is £2,164,151

*The capital expenditure here referred to is that shown in Chapter VII, statement No. 22 (excluding branches and extensions of the open system still under construction).
†Excluding steam-boat and suspense.

and the net earnings are shown to be in excess of guaranteed interest by £745,417. This does not, however, represent the true results, as the figures do not take into account the heavy loss by exchange in connection with the guaranteed interest paid in England.

The actual results to the State from the working of the guaranteed railways, as well as of lines leased to or purchased from guaranteed companies and worked by those companies for the year 1895, are given in Statement No. 30 on page 119. This statement also shows the sterling dividends earned by the companies.

General results of working.

13. From the statement on pages 112 to 115 which summarises the results of working of the principal standard and metre gauge lines, it will be observed that during 1895 the average gross earnings per total train-mile were Rs. 4·34 on the standard gauge and Rs. 3·22 on the metre gauge, the highest on the standard gauge being Rs. 6·72 on the Bombay, Baroda and Central India railway, and the lowest, Rs. 2·64, on the East Coast (state) railway. The highest on the metre gauge was Rs. 3·73 on the Rajputana-Malwa railway, and the lowest, Rs. 2·64,* on the Southern Mahratta and the Rohilkhund and Kumaon railways.

The percentage of working expenses on gross earnings ranged on the standard gauge from 31·07 on the East Indian railway to 82·71 on the East Coast (state) railway, and on the metre gauge from 40·29 on the Rajputana-Malwa railway and the Northern and Behar sections (including the Kaunia-Dharila, 2′ 6″ gauge, branch) of the Eastern Bengal (state) railway to 61·99* on the Rohilkund and Kumaon railway, the average of the standard gauge lines being 45·03, and of the metre gauge 48·76.

The average working expenses per total train-mile were Rs. 1·96 on the standard gauge and Rs. 1·57 on the metre gauge, the highest being Rs. 2·53 on the Bombay, Baroda and Central India railway, standard gauge, and Rs. 2·04 on the Bhávnagar-Gondal-Junágarh-Porbandar railway, metre gauge.

The average coaching earnings per passenger train-mile were Rs. 3·42 on the standard gauge and Rs. 3·25 on the metre gauge, the highest on the standard gauge being Rs. 4·17 on the East Indian railway, and the lowest, Rs. 2·52, on the Great Indian Peninsula railway. The highest on the metre gauge was Rs. 3·83 on the Burma (state) railway, and the lowest, Rs. 2·20, on the Bickaneer section of the Jodhpore-Bickaneer railway.

The average number of passengers carried in a passenger train was 219·56 on the standard gauge and 248·95 on the metre gauge, the highest on the standard gauge being 316·84 on the East Coast (state) railway, and the lowest, 148·62, on the Great Indian Peninsula railway. The highest on the metre gauge was 273·02 on the Rajputana-Malwa railway, and the lowest, 182·06, on the Bickaneer section of the Jodhpore-Bickaneer railway.

The lowest average cost on the standard gauge of hauling one passenger unit one mile was 0·66 pie on the East Indian railway, on which line the average sum received for this work was 2·71 pies. On the metre gauge, the lowest average cost of hauling a passenger one mile was 0·69 pie on the Rajputana-Malwa railway, the average receipts per passenger on this line being 2·11 pies.

The average distance travelled by passengers was on the standard gauge 43·01 miles and on the metre gauge 38·67 miles.

The average goods earnings per goods train-mile were Rs. 4·83 on the standard gauge and Rs. 3·02 on the metre gauge, the highest on the standard gauge being Rs. 9·07 on the Bombay, Baroda and Central India railway, and the lowest, Rs. 1·77, on the East Coast (state) railway. The highest on the metre gauge was Rs. 3·80 on the Rajputana-Malwa railway, and the lowest Rs. 2·00* on the Rohilkund and Kumaon railway.

The lowest average cost of hauling one ton of goods one mile was 1·59 pies on the East Indian railway, standard gauge, and 2·84 pies on the Bengal and North-Western railway, metre gauge, the average sums received on these lines for doing this work being 4·83 pies and 6·17 pies, respectively.

The average distance over which a ton of goods was hauled was on the standard gauge 164·04 miles and on the metre gauge, 128·02 miles.

* Excluding the Assam-Bengal railway which was opened to traffic on the 1st July 1895.

14. The financial results of the state lines worked by state agency (excluding the Pishin section and the Sind-Sagar and Khushálgarh branches of the North Western (state) railway) for 1894 and 1895, are summarised in the table below. The capital outlay in this case includes the premia paid on lines purchased and the cost of certain unopen extensions as given in statement No. 17, Chapter VII.

Financial results of working state lines by state agency, excluding non-commercial sections.

Railway.	Mean mileage worked. (From statement No. 33 in the report for 1894-95 and statement No. 33 in the present report.)	Gross earnings.	Working expenses.	Net earnings.	Percentage of working expenses on gross earnings.	Percentage of net earnings on total capital outlay, as shown in Chapter VII, statement No. 17.
	1894.					
STANDARD GAUGE.	Miles.	Rs.	Rs.	Rs.		
North Western (state)	1,589·16	2,80,83,585	1,53,94,115	1,26,89,429	53·11	4·13
Hyderabad-Shadipalli	58·91	1,45,222	1,09,160	36,062	75·17	2·09
Oudh and Rohilkhand (state)	772·60	1,05,18,836	47,62,697	57,36,139	45·47	5·04
Eastern Bengal (state)	248·33	83,71,843	33,76,290	49,95,544	40·33	7·28
East Coast (state)	289·90	14,80,678	13,29,757	1,50,921	89·81	*0·34
METRE GAUGE.						
Eastern Bengal (state)—						
Northern and Behar sections (including the Kaunia-Dhariha, 2' 6" gauge, branch)	473·55	51,42,429	20,12,755	31,29,674	39·14	7·83
Dacca section	85·92	5,01,454	2,78,113	2,23,341	54·46	3·41
Burma (state)	732·48	62,67,354	39,64,026	23,23,328	63·05	*2·15
Total	4,255·91	6,14,31,351	3,12,41,923	3,01,89,429	50·86	*4·46
	1895.					
STANDARD GAUGE.						
North Western (state)	1,604·74	3,19,14,289	1,49,34,072	1,69,80,217	46·79	5·10
Hyderabad-Shadipalli	58·91	1,68,139	1,21,531	46,608	72·28	2·63
Oudh and Rohilkhand (state)	797·18	1,02,94,880	50,38,932	52,55,948	48·95	4·54
Eastern Bengal (state)	248·78	85,93,037	30,91,134	55,01,903	35·97	7·88
East Coast (state)	395·88	19,04,351	15,75,066	3,29,285	82·71	0·66
METRE GAUGE.						
Eastern Bengal (state)—						
Northern and Behar sections (including the Kaunia-Dhariha, 2' 6" gauge, branch)	478·52	53,78,672	21,67,126	32,11,546	40·29	8·03
Dacca section	85·92	5,38,060	2,77,005	2,61,025	51·49	3·38
Burma (state)	732·91	67,11,062	40,08,706	27,02,356	59·73	3·57
Total	4,432·64	6,55,02,360	3,12,13,572	3,42,88,788	47·65	4·95

* Revised figures.

15. The following table exhibits the capital outlay and revenue transactions for the commercial and military sections of the North Western (state) railway proper for 1894 and 1895 :

	1894.			1895.		
	Commercial section.	Military section.	Total.	Commercial section.	Military section.	Total.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Total capital outlay*	32,89,09,784	12,20,22,392	45,09,32,176	33,30,20,251	12,24,16,945	45,54,37,196
Mean mileage worked	1,589·16	846·54	2,435·70	1,604·74	848·96	2,453·70
Train-mileage	7,693,853	1,430,947	9,124,800	7,972,454	1,324,608	9,297,062
Gross earnings	2,89,83,365	33,30,562	3,23,14,097	3,19,14,289	33,04,092	3,52,18,381
Working expenses	1,53,94,115	40,94,901	1,94,89,916	1,49,34,072	38,37,312	1,87,71,384
Net earnings	1,35,89,420	—7,64,239	1,28,25,181	1,69,80,217	—5,33,220	1,64,46,997
Percentage of working expenses on gross earnings.	53·11	122·95	60·31	46·79	116·14	53·30
Percentage of net earnings on total capital outlay.	4·13	...	2·84	5·10	...	3·61

* As shown in Chapter VII, statement No. 17.

16. The following statement shows the net earnings of the principal railways and their percentage on the capital expenditure on open lines, *including steam-boat service and suspense accounts*, during the last five years. The capital expenditure in this case is that given in statement No. 22 which excludes the premia paid on lines purchased and the cost of unopen extensions.

STATEMENT No. 23.

Serial No.	Railway.	1891.		1893.		1895.		1894.		1895.	
		Net earnings.	Percentage of net earnings per annum on capital expenditure.	Net earnings.	Percentage of net earnings per annum on capital expenditure.	Net earnings.	Percentage of net earnings per annum on capital expenditure.	Net earnings.	Percentage of net earnings per annum on capital expenditure.	Net earnings (see also statements Nos. 32 and 36).	Percentage of net earnings per annum on capital expenditure.
	STANDARD GAUGE.	Rs.		Rs.		Rs.		Rs.		Rs.	
	State lines worked by companies.										
I	EAST INDIAN	3,55,55,446	10·05	3,50,21,040	9·62	3,61,31,895	9·82	3,64,26,406	9·72	3,73,16,417	9·80
II	BENGAL-NAGPUR . . .	26,84,452	2·96	30,08,165	2·19	32,62,220	3·33	32,58,414	3·32	35,41,443	3·50
III	INDIAN MIDLAND . . .	15,73,334	1·59	19,48,540	1·99	18,83,872	1·95	24,08,395	2·53	18,23,669	1·87
	State lines worked by the State.										
XII	NORTH WESTERN (STATE) .	1,20,20,130	3·01	94,51,029	2·22	97,97,643	2·32	1,28,25,181	3·02	1,64,46,997	3·86
XIV	OUDH AND ROHILKHAND (STATE)	49,42,458	5·33	50,16,330	5·43	50,17,063	5·23	57,36,139	5·58	52,55,948	5·01
XV	EASTERN BENGAL (STATE) .	43,53,163	7·53	39,11,578	6·62	39,77,473	6·70	49,95,544	8·36	55,01,803	9·03
XVIII	EAST COAST (STATE) . .	...	...	...	...	45,484	0·15	1,50,221	0·45	3,29,185	0·70
	Lines worked by guaranteed companies.										
XXIV	GREAT INDIAN PENINSULA .	2,34,20,748	8·44	2,02,18,309	7·29	1,80,19,294	6·50	1,68,58,583	5·82	1,47,38,432	5·27
XXV	BOMBAY, BARODA AND CENTRAL INDIA	83,68,802	8·69	81,30,969	8·44	95,78,043	9·87	1,00,70,974	10·22	1,03,37,063	10·37
XXVI	MADRAS	39,06,530	3·28	42,92,132	3·58	54,21,742	4·50	49,77,136	4·11	50,45,110	4·89
	Line owned by native state and worked by company.										
XXXVI	THE NIZAM'S GUARANTEED STATE	12,57,390	3·18	13,24,359	3·35	14,76,451	3·57	16,22,028	4·03	15,77,150	3·88
	METRE GAUGE.										
	State lines worked by companies.										
XLIII	BENGAL AND NORTH-WESTERN—TIRHOOT SECTION . .	29,77,841	6·07	30,17,060	5·85	30,07,927	5·05	32,36,188	6·03	32,57,822	5·96
	COMPANY'S SECTION . .										
XLV	RAJPUTANA-MALWA . . .	1,29,17,065	9·40	1,32,14,775	10·12	1,32,60,100	10·15	1,53,54,164	11·05	1,39,05,262	10·54
XLVII	SOUTHERN MARHATTA . .	20,73,558	1·86	18,53,150	1·65	31,53,880	2·62	27,97,590	2·26	35,40,902	2·91
L	SOUTH INDIAN	24,42,731	2·64	28,68,932	3·04	31,53,479	4·10	33,10,087	4·30	39,34,006	5·09
LII	ASSAM-BENGAL (a) . . .	...	...	...	...	...	...	...	...	—8,047	...
	State lines worked by the State.										
LIII	EASTERN BENGAL (STATE)—NORTHERN AND ISHAR SECTIONS (including the Kanish-Dhurla, 2'6" gauge, branch)	20,31,226	5·45	21,86,559	5·60	24,96,787	6·31	31,29,674	7·88	32,11,546	8·03
	DACCA SECTION . . .	1,57,612	2·96	1,85,590	2·02	1,80,878	2·40	2,28,344	3·41	2,61,025	3·88
LIV	BURMA (STATE)	23,71,891	4·32	23,86,067	5·30	22,42,492	3·55	23,23,328	3·58	27,02,856	3·70
	Assisted company.										
LVIII	ROHILKUND AND KUMAON, (Company's section) . .	3,33,886	3·35	4,72,745	4·78	4,56,721	4·38	6,12,494	5·74	4,67,668	4·33
	Lines owned and worked by native states.										
LXVII	JODHPORE-BICKANERE—JODHPORE SECTION . .	3,31,364	7·99	5,28,941	11·01	4,33,832	6·70	6,69,373	10·38	5,03,246	8·85
	BICKANERE SECTION .	2,724	0·19	24,904	2·03	25,735	2·66	40,477	4·17	45,006	4·65
LXIX	ERÁVNAGAR-GONDAL-JUNAGARH-PORBANDAR	4,75,786	2·78	4,37,876	2·54	8,88,703	5·16	8,52,437	4·52	8,08,699	4·70

(a) Opened to traffic from the 1st July 1895.

N.B.—This statement shows the progress of net earnings of the principal railways for a series of years, with the percentage on capital outlay calculated on the same basis as that adopted in the statement showing the general results of working of the principal lines, see statement No. 20.

17. The average gross earnings of the chief railways per mean mile worked per week (excluding steam-boat earnings) in five-yearly periods commencing from January 1856 and for the years 1891 to 1895 are given in the following table:

Average earnings per mean mile worked per week in five-yearly periods.

STATEMENT No. 24.

Serial No.	Railways (including branches and leased lines).	1856 to 1860.	1861 to 1865.	1866 to 1870.	1871 to 1875.	1876 to 1880.	1881 to 1885.	1886 to 1890.	1891.	1892.	1893.	1894.	1895.*
	STANDARD GAUGE.												
	State lines worked by companies.												
I	EAST INDIAN	236	255	334	383	514	573	549	599	550	585	604	(a) 602
II	BENGAL-NAGPUR	...	...	...	...	51	150	127	129	141	144	149	158
III	INDIAN MIDLAND	...	...	...	...	52	90	97	121	130	129	147	117
	State lines worked by the State.												
XII	NORTH WESTERN (STATE)	...	124	123	147	224	223	216	261	208	229	253	(b) 274
XIV	OUDH AND ROHILKHAND (STATE)	...	...	103	76	149	181	196	238	237	239	263	248 (c)
XV	EASTERN BENGAL (STATE)	...	154	240	312	434	436	503	562	520	529	621	690
XVIII	EAST COAST (STATE)	...	...	...	...	...	...	...	...	...	68	97	90
	Lines worked by guaranteed companies.												
XXIV	GREAT INDIAN PENINSULA	157	236	340	298	456	457	508	584	623	601	468	436 (d)
XXV	BOMBAY, BARODA AND CENTRAL INDIA	40	157	300	285	321	481	539	590	694	630	665	732
XXVI	MADRAS	105	118	160	143	164	155	198	214	221	241	237	257
	Line owned by native state and worked by company.												
XXXVI	THE NIZAM'S GUARANTEED STATE	...	...	...	79	114	145	131	151	151	136	177	185
	METER GAUGE.												
	State lines worked by companies.												
XLIII	BENGAL AND NORTH-WESTERN—												
	TIRHOOT SECTION	...	...	...	40	98	108	126	132	115	134	149	158
	COMPANY'S SECTION	...	...	...	...	...	66	100	111	125	114	115	113 (e)
XLV	RAJPUTANA-MALWA	...	...	...	86	130	174	210	251	257	259	285	269
XLVII	SOUTHERN MAHRATTA	...	...	...	...	...	60	87	87	88	99	99	109
XLIX	SOUTHERN MAHRATTA (MYSORE SECTION)	...	...	...	...	...	63	73					
L	SOUTH INDIAN	...	71	89	98	104	118	156	154	137	149	148	(f) 164
LII	ASSAM-BENGAL (g)	...	...	...	...	...	...	...	...	...	...	...	64
	State lines worked by the State.												
LIII	EASTERN BENGAL (STATE)—												
	NORTHERN AND BEHAR SECTIONS (including the Kaunia-Dhurila, 2' 6" gauge, branch)	...	...	...	...	95	139	162	181	165	182	191	199
	DACCA SECTION	...	...	...	...	...	47	73	93	85	96	112	120
LIV	BURMA (STATE)	...	...	...	...	117	173	176	193	197	178	184	169
	Assisted company.												
LVIII	ROHILKUND AND KUMAON (COMPANY'S SECTION)	...	....	...	...	...	57	69	71	81	81	99	84
	Lines owned and worked by native states.												
XVII	JODHPORE-BIKANEER—												
	JODHPORE SECTION	...	...	...	...	...	48	57	66	74	52	65	58
	BIKANEER SECTION	...	...	...	...	...	...	...	36	34	30	35	38
LXIX	BHÁVNAGAR-GONDAL-JUNÍGARH-PORBANDAR	...	...	...	...	...	92	97	85	91	119	101	108

(a) Excluding the Delhi-Umballa-Kalka and the Tarkeswar railways.
(b) Excluding the Hyderabad-Shadipalli and the Rajpura-Bhatinda railways.
(c) Excluding the Rewari Central railway.
(d) Excluding the Godhra-Ratlam-Nagda, open section, the Gaekwar's Petlad, and the Gaekwar's Dakhni railways.
(e) Excluding the Fatehpur-Baoni and the Gaekwar's Mehsana railways in 1894; also the Oodeypore-Chitor railway in 1895.
(f) Excluding the Mayaveram-Mayapur railway.
(g) Opened to traffic from the 1st July 1895.
* See also statements Nos. 29 and 36 and paragraph 9 of Chapter VIII.

STATEMENT

Main results of working of all railways for the years ending

Progressive No.	Details.		Previous Year.			1895.	
			Standard gauge.	Metre gauge.	Special gauges.	Standard gauge.	Metre gauge.
1	Open mileage on the 31st December	Miles	10,868·26	7,705·39	267·14	11,215·68	7,983·76
2	Mean mileage worked during the year	Miles	10,745·49*	7,674·14	265·17	11,081·95	7,812·21
*3	Capital outlay on open line, including steam-boat service and suspense accounts	Rs.	1,80,52,63,523	56,38,32,658	88,04,642	1,84,64,01,811	58,83,63,626
4	Number of passengers booked	No.	94,128,215	(a)50,698,172	900,710	97,277,012	54,887,547
5	Number of passengers booked per mean mile worked	No.	8,798	(a)6,559	3,307	8,784	7,026
6	Tonnage of goods booked	Tons	24,432,641	(a)8,008,696	112,427	25,346,872	8,157,927
7	Tonnage of goods booked per mean mile worked	Tons	2,284	(a)1,048	424	2,287	1,044
8	Passenger unit-miles and average distance travelled—						
	1st class	Unit-miles	33,544,151	(a)7,952,254	(b)283,596	36,472,404	(c)8,579,226
		Av. distance	78·22	(a)85·50	(b)40·50	77·07	(c)64·05
	2nd class	Unit-miles	122,845,553	(a)32,028,271	(b)898,857	124,205,849	(c)36,447,574
		Av. distance	40·80	(a)46·11	(b)32·22	40·90	(c)47·13
	Intermediate or 3rd and 4th or lowest classes	Unit-miles	3,772,414,835	(a) 1,880,903,965	(b)22 226,545	3,922,453,477	(c) 2,014,581,433
		Av. distance	41·43	(a)37·91	(b)25·57	41·66	(c)37·44
	TOTAL	Unit-miles	3,933,804,539	(a)1,920,884,490	23,448,998	4,083,131,730	2,065,063,946
		Av. distance	41·61	(a)38·09	20·03	41·97	37·02
9	Passenger unit-miles per mean mile worked	Miles	367,855	(a)249,814	88,430	368,732	264,388
10	Ton-mileage and average load of goods	Ton-miles	3,813,262,690	(a) 1,044,717,268	3,783,707	3,967,675,567	(d) 972,712,449
		Av. load	156·07	(a)129·00	33·66	160·27	(d) 126·98
11	Ton-mileage per mean mile worked	Tons	356,402	(a)135,163	14,260	358,300	(d) 126,819
12	Train-miles	Miles	(a)44,112,958	20,721,247	401,803	(a)44,800,403	20,530,894
13	Train-miles per mean mile worked	No.	(a) 4,104	2,700	1,515	(a) 4,054	2,629
	Gross earnings—						
14	Coaching: Passengers	Rs.	5,21,36,363	(a)2,30,05,090	5,55,832	5,49,50,952	2,46,66,908
	Coaching: Other coaching traffic	Rs.	71,19,940	(a)19,83,444	78,204	87,44,414	23,44,071
	TOTAL	Rs.	5,92,15,972	2,49,89,871	6,34,036	6,37,04,366	2,70,10,979
15	Goods	Rs.	12,42,28,128	3,76,01,261	6,40,353	12,53,56,505	3,69,67,213
16	Steam-boat, telegraph, and miscellaneous	Rs.	53,61,137	22,80,015	25,771	49,16,618	23,31,385
	TOTAL GROSS EARNINGS	Rs.	18,89,05,237	6,48,74,147	13,00,160	19,45,77,549	6,63,09,577
17	Gross earnings per mean mile worked per week, excluding steam boat	Rs.	335·64	160·06	94·47	335·73	160·68
	Working expenses—						
18	Maintenance	Rs.	2,42,95,693	72,46,155	2,00,433	2,30,18,034	73,33,818
19	Locomotive	Rs.	2,80,50,626	1,06,24,572	2,47,301	3,00,15,080	1,10,48,136
20	Carriage and wagon	Rs.	82,34,309	28,83,345	69,071	77,73,974	29,00,202
21	Traffic	Rs.	1,37,84,714	52,43,164	1,29,035	1,41,98,405	53,77,488
22	General	Rs.	81,54,504	43,26,949	1,26,259	81,65,528	44,16,172
23	Steam-boat, special and miscellaneous, and rent of leased lines	Rs.	39,51,771	10,68,259	18,087	37,24,393	11,76,048
24	Contribution to Provident Fund	Rs.	9,35,192	2,26,037	3,074	9,42,548	2,55,091
	TOTAL WORKING EXPENSES	Rs.	8,74,16,809	3,16,27,581	7,94,729	8,78,39,252	3,25,71,855
25	Percentage of working expenses on gross earnings	Per cent.	46·28	48·75	60·70	45·14	49·12
26	Net earnings	Rs.	10,14,88,358	3,32,46,566	5,14,440	10,67,38,297	3,37,37,722
27	Percentage of net earnings on total capital outlay* on open line, including suspense	Per cent.	5·62	5·90	5·84	5·78	5·73

* The capital outlay here referred to is that shown in Chapter VII, statement No. 23 in the report for 1894-95, and in Chapter VII, statement No. 22 in the report for 1895-96

No. 25.

the 31st December 1894 and the 31st December 1895.

Special gauges.	Total of all Gauges. Previous year.	1895.	Increase or decrease in 1895.	Percentage of Increase or Decrease. Increase.	Decrease.	Progressive No.	Remarks.
267·14	18,940·00	19,466·58	625·59	3·22	...	1	See also statement No. 32, pages 139 to 141.
265·78	18,893·80	19,159·94	466·14	2·49	...	2	
90,49,133	2,37,79,00,823	2,44,38,01,575	6,59,03,752	2·77	...	3	See also statement No. 22, pages 98 to 109.
216,918	145,727,097	153,081,477	7,354,380	5·05	...	4	See also statement No. 33, pages 142 to 145.
3,450	7,795	7,993	198	2·54	...	5	
129,231	32,643,764	33,628,030	984,266	3·02	...	6	See also statement No. 34, pages 146 to 149.
486	1,746	1,755	9	0·52	...	7	
(b) 313,565	41,780,001	(c) 45,870,195	3,590,194	8·59	...	8	(a) Including the Godhra-Gotlam-Nagda railway, open section. (b) Approximate figures; being calculated as information not given separately for special gauges.
(b) 40·65	75·03	(c) 73·77	—1·26	...	1·68		
(b) 959,305	155,772,681	(c) 161,613,728	5,841,047	3·75	...		
(b) 39·17	48·22	(c) 46·26	—1·96	...	4·01		
(b) 23,492,226	5,692,585,395	(c) 5,960,527,186	267,941,741	4·71	...		See also statement No. 35, pages 150 to 153.
(b) 26·56	40·09	(c) 40·04	—0·05	...	0·12		
24,770,696	5,890,138,077	6,172,966,272	282,828,195	4·80	...		(c) Excluding the Assam-Bengal railway. Information not received.
27·02	40·42	40·32	—0·10	...	0·25		
93,200	315,085	322,324	7,239	2·29	...	9	(d) Excluding the Assam Bengal and the Dibru-Sadiya railways. Information not received.
4,408,655	4,861,763,565	(d) 4,944,796,681	83,033,016	1·71	...	10	See also statement No. 35, pages 150 to 153.
34·11	148·93	(d) 149·25	0·32	0·21	...		
16,588	260,074	(d) 260,009	—65	...	0·02	11	
438,305	(e) 65,225,048	(e) 65,863,752	638,104	0·97	...	12	See also statement No. 40, pages 200 to 203.
1,649	(e) 3,490	(e) 3,439	—51	...	1·46	13	(e) Excluding the Calcutta Port Commissioners' railway.
5,94,067	7,57,58,235	8,02,20,927	44,62,642	5·89	...	14	See also statements Nos. 33 and 36, pages 142 to 145 and 154 to 157, respectively.
86,524	91,81,694	1,11,74,009	19,92,415	21·70	...		
6,79,591	8,49,39,579	9,13,94,936	64,55,057	7·60	...		
7,69,818	16,24,81,742	16,36,93,656	12,11,854	0·75	...	15	See also statements Nos. 34 and 36, pages 146 to 149 and 154 to 157, respectively.
82,525	76,66,043	72,80,528	—3,86,415	...	5·04	16	
14,31,934	25,50,85,564	26,23,60,060	72,80,496	2·85	...	...	
106·68	260·80	261·18	0·38	0·15	...	17	
1,50,911	3,17,42,281	3,05,80,363	—11,52,018	...	3·63	18	
2,44,536	3,59,32,499	4,13,08,352	23,75,853	6·10	...	19	
76,189	1,11,57,415	1,07,69,365	—4,28,050	...	3·83	20	
1,36,771	1,91,57,813	1,97,12,754	5,54,941	2·90	...	21	
1,29,725	1,26,16,822	1,27,10,425	93,603	0·74	..	22	See also statements Nos. 36 and 37, pages 154 to 157 and 158 to 161, respectively.
15,437	50,38,067	49,16,778	—1,21,289	...	2·41	23	
4,184	11,64,303	12,01,823	37,520	3·22	...	24	
7,87,753	11,38,33,200	12,11,38,860	13,59,660	1·13	...	...	
53·16	46·98	46·19	—0·79	...	...	25	
6,94,181	13,52,49,364	14,11,70,200	59,20,836	4·38	...	26	
7·67	5·69	5·78	0·09	...	...	27	

giving the expenditure on lines open to traffic only, and excluding the premia on lines purchased and expenditure on unopen extensions.

STATEMENT

General results of the working of the principal standard and metre gauge

Progressive No.	HEADINGS.	STATE LINES WORKED BY COMPANIES.			STATE LINES WORKED	
		I. East Indian.	II. Bengal-Nagpur.	III. Indian Midland. (d)	XII. North Western (state). (f)	XIV. Oudh and Rohilkhand (state).
	STANDARD GAUGE.					
1	Miles open on the 31st December 1895 . . . . Miles	1,700·19	800·88	922·21	†2,575·90	797·18
2	Total length of sidings . . . . . ,,	444·03	98·23	108·02	†588·66	118·46
3	Total length of single track, including sidings . . ,,	2,618·53	959·11	1,030·23	†3,205·81	915·64
4	Mean mileage worked during the year . . . . ,,	(b) 1,721·31	862·33	(c) 819·21	(g) 2,429·62	797·18
*5	Capital outlay on open line to the 31st December 1895, *including steam-boat service and suspense* . . . Rs.	38,07,18,855	9,86,46,790	10,72,56,238	†42,60,39,180	10,48,99,328
*6	Capital outlay on open line to the 31st December 1895, *exclusive of steam-boat service and suspense* . . ,,	37,69,85,251	9,85,72,969	10,52,69,332	†41,03,01,073	10,21,25,180
7	Average cost per mile of railway (a) . . . . ,,	2,18,202	1,11,482	1,11,140	†1,59,178	1,28,108
8	Average cost per mile of single track, including sidings (a) . . . . . ,,	1,41,477	1,00,065	1,02,180	†1,28,142	1,11,534
9	Coaching earnings . . . . . ,,	1,73,88,469	15,21,190	21,37,887	1,15,23,089	40,37,094
10	Goods earnings . . . . . ,,	3,58,76,905	47,50,331	29,94,195	2,28,55,204	60,68,236
11	Gross earnings . . . . . ,,	5,41,36,326	68,74,740	50,03,008	§3,52,15,331	1,02,94,880
12	Gross earnings per mean mile worked per week, excluding steam-boat earnings . . . . . ,,	603	153	117	274	243
13	Working expenses . . . . . ,,	(e) 1,68,19,900	33,33,297	31,79,429	(h) 1,87,71,384	50,38,932
14	Working expenses per cent. of gross earnings . Per cent.	31·07	48·49	63·55	53·30	48·95
15	Net earnings . . . . . Rs.	3,73,16,417	35,41,443	18,23,609	1,64,46,997	52,55,948
16	Net earnings per cent. on capital outlay (5) . . Per cent.	9·80	3·59	1·67	3·86	5·01
17	Net earnings per cent. on paid up capital . . ,,	...	3·57	1·66	...	...
18	Passenger train-miles . . . . . Miles	4,16,986	401,232	703,060	3,550,269	1,137,829
19	Goods train-miles . . . . . ,,	6,719,360	1,077,545	708,782	5,772,040	1,843,920
20	Total train-miles . . . . . ,,	10,886,346	1,568,777	1,411,842	9,322,309	2,981,749
21	Coaching earnings per passenger train-mile . . Rs.	4·17	3·10	3·04	3·25	3·55
22	Goods earnings per goods train-mile . . . . ,,	5·34	4·41	3·80	3·96	3·29
23	Gross earnings per train-mile . . . . . ,,	4·97	4·38	3·54	3·78	3·45
24	Working expenses per train-mile . . . . . ,,	1·55	2·13	2·25	2·01	1·69
25	Net earnings per train-mile . . . . . ,,	3·43	2·26	1·29	1·76	1·76
26	Cost of train staff per train-mile . . . . Annas	0·96	0·67	0·72	(i) 0·91	0·74
27	Average number of passengers in a passenger train . No.	262·80	256·02	165·40	209·77	231·30
28	Average distance travelled by a passenger . . . Miles	65·00	51·32	70·89	51·57	44·07
29	Average number of tons in a goods train . . . Tons	212·30	124·24	102·84	144·96	117·03
30	Average distance over which a ton of goods was hauled Miles	218·39	113·40	142·65	151·11	109·73
31	Average number of vehicles (excluding brake-vans)—In each passenger train . . . . . No.	15·14	11·86	11·00	12·62	11·33
32	In each goods train . . . . . ,,	30·44	27·74	30·00	28·30	27·69
33	In each mixed train { Passenger carriages . ,,	15·70	9·13	10·00	8·76	8·76
	{ Goods vehicles . ,,	3·42	11·97	12·00	4·80	15·37
34	Number of passengers carried one mile . . Unit-miles	1,095,098,691	125,271,991	116,348,634	734,082,211	263,177,423
35	Number of tons of goods carried one mile . . Ton-miles	1,427,113,576	133,874,286	72,888,249	836,731,668	315,787,294
36	Average cost of hauling for one mile—One passenger unit . . . . . Pies	0·66	1·28	1·76	(f) 1·17	1·06
37	One ton of goods . . . . . ,,	1·69	3·32	4·07	(i) 3·04	2·91
38	Average sum received for carrying for one mile—One passenger unit . . . . . Pies	2·71	2·09	2·90	2·14	2·66
39	One ton of goods . . . . . ,,	4·83	6·81	7·10	5·24	5·39

N.B.—For information given a nine progressive numbers 1 to 16, 18 to 25

* The capital outlay here referred to is that shown in Chapter

† Including the mileage and capital outlay of the old Quetta loop.

‡ Excluding 2·00 miles

§ Excluding 1·46 miles

No. 26.

railways during the year ending the 31st December 1895.

BY THE STATE.		LINES WORKED BY GUARANTEED COMPANIES.			LINE OWNED BY NATIVE STATE AND WORKED BY COMPANY.	Total and average of principal standard gauge lines.	Pro-forma No.	REMARKS.
XV Eastern Bengal (state).	XVIII East Coast (state).	XXIV Great Indian Peninsula. (c)	XXV Bombay, Baroda and Central India. (m)	XXVI Madras. (p)	XXXVI The Nizam's Guaranteed State. (r)			
249·22	‡426·89	1,256·93	460·90	849·22	(r) 352·90	10,482·42	1	
105·62	§59·32	251·06	109·40	140·01	35·47	2,026 83	2	(a) Excluding steam-boat service and suspense.
410·32	486·71	1,999·91	641·19	1,091·64	388·37	13,687·46	3	(b) Including 34·20 miles of the Eastern Bengal (state) railway and 1·00 mile of the Rajputana-Malwa railway worked over.
6,09,06,116	4,72,21,295	27,95,39,336	(a) 10,05,99,870	12,15,53,451	4,20,75,460	1,76,84,37,328	5	
5,70,20,204	4,43,04,829	27,46,65,307	(a) 9,81,81,804	11,87,84,417	4,12,06,123	1,71,93,28,489	6	(c) Exclusive of the refund of over charges by Government Telegraph Department (Rs. 5,03,779), as per statement XVII of the accounts.
2,38,835	1,03,785	2,13,427	2,13,022	1,39,973	1,16,764	1,64,020	7	(d) Including the Bhopal-Itárai, the Bina-Goona and the Bhopal-Ujjain railways, except as regards items 16 and 17.
1,38,990	91,029	1,37,343	(n) 1,53,124	1,15,140	1,06,100	1,25,613	8	
27,63,811	10,53,485	97,99,477	53,43,524	47,82 318	9,11,303	6,12,55,097	9	(e) Including 2·89 miles of the Rajputana-Malwa railway, 1·00 mile of the Oudh and Rohilkhand (state) railway, 15·36 miles of the East Indian railway and 0·13 mile of the Great Indian Peninsula railway worked over.
85,38,037	19,04,251	3,37,99,193	1,75,53,067	1,13,53,713	31,11,808	18,81,32,994	11	
649	90	(f) 436	732	257	(t) 185	345	12	(f) Including the Jammu and Kashmir railway (Native state section), except as regards items 1, 2, 3, 5, 6, 7, 8, 15 and 16, but excluding the Hyderabad-Shahpalli and Rájpura-Bhátinda railways.
30,91,134	15,75,066	1,99,51,761	66,16,004	54,08,603	18,34,158	8,47,19,077	13	
35·97	32·71	56·38	37·69	47·64	53·77	45·03	14	
55,01,003	3,20,185	1,47,38,432	1,09,37,063	59,45,110	15,77,150	10,34,13,317	15	
9·03	0·70	5·27	10·87	4·89	3·83	5·85	16	(g) Including 13 miles of the East Indian railway, but excluding 6·13 miles used for military traffic only.
...	...	5·26	11·03	4·87	2·91	...	17	(h) Including rent of leased line (Rs. 18,392).
570,303	288,747	3,893,825	1,236,556	1,223,095	229,677	17,921,644	18	
862,215	432,709	4,868,241	1,814,337	1,276,403	329,915	25,396,227	19	(i) Including the Hyderabad-Shahpalli and the Rájpura-Bhátinda railways.
1,733,283	721,516	8,752,066	2,610,393	2,569,498	755,592	43,317,871	20	
3·17	3·05	2·52	4·12	3·70	3·97	3·42	21	(j) Including the Bengal Central railway.
6·23	1·77	4·86	9·07	5·01	4·57	4·83	22	(k) Including the Warúba Coal, the Dhond-Manmád, the Khámgaon and the Amráoti railways, except as regards items 1, 2, 3, 5, 6, 7, 8, 15, 16 and 17.
4·96	2·64	3·86	6·72	4·42	4·49	4·24	23	
1·78	2·18	2·18	2·53	2·11	2·41	1·96	24	(l) Including rent of leased lines (Rs. 5,64,262), but excluding charges incurred direct by the State.
3·18	0·46	1·68	4·19	2·31	2·03	2·38	25	
(j) 0·67	0·57	1·42	(o) 0·60	0·62	0·75	...	26	(m) Including the Pátri branch.
198·24	310·34	143·62	253·42	272·09	282·41	219·56	27	(n) Including the state outlay on the Pátri branch (Rs. 8,08,405). Excluding this outlay, the cost per mile is Rs. 2,11,262, per mile of single track, including sidings, Rs. 1,51,864.
24·55	37·50	39·10	21·27	37·10	47·70	43·01	28	
130·25	110·35	110·44	224·69	114·38	137·44	153·47	29	
77·08	98·55	219·53	177·67	114·77	104·68	164·04	30	(o) Including the Gackwar's Petlád railway.
13·45	6·89	12·00	10·95	11·03	12·35	...	31	(p) Including the Kolar Gold-fields railway, except as regards item 17.
34·35	11·37	25·00	41·33	26·14	19·23	...	32	
11·01	17·29	9·00	9·37	9·14	8·10	...	33	(q) Including the Bezwada Extension (East Coast state railway), except as regards items 15, 16 and 17.
6·56	13·29	4·00	15·11	16·60	18·86	...		
112,538,312	91,487,624	576,082,288	341,537,407	351,855,401	64,863,521	3,934,923,573	34	(r) Including 2·19 miles (Trimulgherry branch) used for military traffic only.
112,390,410	47,767,516	636,560,193	295,316,410	146,249,354	72,331,966	3,897,600,902	35	(s) Including 3·10 miles worked over twice by each train, and 0·89 mile of the East Coast (state) railway worked over, but excluding 2·19 miles used for military traffic only.
0·95	1·14	1·85	1·05	0·93	1·12	...	36	
3·34	3·88	4·20	2·78	4·42	3·30	...	37	
2·71	2·08	2·70	2·63	2·28	2·37	...	38	(t) Including rent of leased line (Rs. 95,119).
9·18	3·09	8·45	7·75	8·40	6·38	...	39	

and 34 and 35, see also statements Nos. 22, 32, 33, 34, 35, 36, 37 and 46.
VII, statement No. 22, which is that on lines open to traffic, excluding promis on lines purchased and expenditure on unopen extensions.
which is under reconstruction on a new alignment.
ed metre gauge line.
of metre gauge sidings.

STATEMENT

General results of the working of the principal standard and metre gauge

Progressive No.	HEADINGS.	STATE LINES WORKED BY COMPANIES. XLIII Bengal and North-Western—Tirhut section, Company's section	XLIV Rajputana-Malwa.	XLVII Southern Mahratta. (4)	L South Indian. (i)	LII Assam-Bengal. ‡
	METRE GAUGE.					
1	Miles open on the 31st December 1895 . . . . Miles	756·30	1,673·94	1,553·21	1,049·39	129·81
2	Total length of sidings . . . . . ,,	95·89	(h) 246·58	151·25	123·45	20·00
3	Total length of single track, including sidings . . ,,	853·19	1,921·66	1,704·46	1,182·84	149·81
4	Mean mileage worked during the year . . . . ,,	756·30	1,673·94	1,556·20	1,049·39	64·65
*5	Capital outlay on open line to the 31st December 1895, *including steam-boat service and suspense* . . Rs.	5,46,67,512	13,27,44,313	12,17,04,838	7,74,07,147	1,05,34,517
*6	Capital outlay on open line to the 31st December 1895, *exclusive of steam-boat service and suspense* . . ,,	5,18,58,008	12,77,45,036	11,09,29,774	7,46,32,785	99,38,264
7	Average cost per mile of railway (a) . . . . ,,	68,569	76,314	77,214	71,025	72,054
8	Average cost per mile of single track, including sidings (a) . . . . . ,,	60,854	66,476	70,362	63,012	62,422
9	Coaching earnings . . . . . ,,	23,59,021	75,04,864	86,39,471	46,82,288	92,374
10	Goods earnings . . . . . ,,	26,70,014	1,55,00,469	48,99,717	41,83,780	1,15,606
11	Gross earnings . . . . . ,,	56,00,679	2,34,40,531	88,88,028	89,55,275	2,14,429
12	Gross earnings per mean mile worked per week, excluding steam-boat earnings . . . . . ,,	133	269	109	164	64
13	Working expenses . . . . . ,,	24,02,854	84,45,319	52,97,125	50,31,269	2,22,473
14	Working expenses per cent. of gross earnings . Per cent.	42·15	40·20	59·04	56·12	103·75
15	Net earnings . . . . . Rs.	32,57,825	1,39,95,362	35,90,902	39,24,006	—8,047
16	Net earnings per cent. on capital outlay (5) . Per cent.	5·96	10·54	2·91	5·09	...
17	Net earnings per cent. on paid up capital . . ,,	...	...	...	...	...
18	Passenger train-miles . . . . . Miles	771,027	2,199,865	1,263,719	1,523,428	24,437
19	Goods train-miles . . . . . ,,	966,008	4,080,045	2,084,273	1,815,385	135,540
20	Total train-miles . . . . . ,,	1,737,035	6,279,900	3,347,992	3,338,813	160,277
21	Coaching earnings per passenger train-mile . . Rs.	3·06	3·41	2·88	3·07	3·78
22	Goods earnings per goods train-mile . . . . ,,	2·76	3·80	2·40	2·30	0·85
23	Gross earnings per train-mile . . . . . ,,	3·26	3·73	2·64	2·68	1·34
24	Working expenses per train-mile . . . . . ,,	1·38	1·50	1·58	1·51	1·39
25	Net earnings per train-mile . . . . . ,,	1·88	2·23	1·06	1·17	—0·05
26	Cost of train staff per train-mile . . . . Annas	0·54	(c) 0·57	0·56	(f) 0·32	0·59
27	Average number of passengers in a passenger train . No.	261·21	273·02	231·41	270·40	223·24
28	Average distance travelled by a passenger . . Miles	35·33	53·57	39·87	32·06	31·40
29	Average number of tons in a goods train . . Tons	85·14	100·79	66·23	55·10	†
30	Average distance over which a ton of goods was hauled . Miles	109·56	232·94	147·84	69·68	†
31	Average number of vehicles (excluding brake-vans)—In each passenger train . . . . . No.	30·00	12·61	10·03	14·36	22·00
32	In each goods train . . . . . ,,	35·00	35·21	23·75	16·02	20·00
33	In each mixed train { Passenger carriages . ,,	11·00	12·09	7·67	11·61	16·00
	In each mixed train { Goods vehicles . ,,	11·00	9·77	11·15	9·81	16·00
34	Number of passengers carried one mile . . Unit-miles	201,896,381	600,505,185	202,436,205	412,022,045	5,455,213
35	Number of tons of goods carried one mile . . Ton-miles	83,023,323	447,930,335	138,036,760	100,023,352	†
36	Average cost of hauling for one mile—One passenger unit . . . . . Pies	0·71	0·60	1·15	(f) 0·93	1·16
37	One ton of goods . . . . . ,,	2·84	2·9	4·57	(f) 5·12	†
38	Average sum received for carrying for one mile—One passenger unit . . . . . Pies	2·11	2·11	2·13	2·06	3·11
39	One ton of goods . . . . . ,,	6·17	6·64	6·25	8·03	†

N.B.—For information given under progressive numbers 1 to 10, 18 to 25

* The capital outlay here referred to is that shown in Chapter

† Information not received.

‡ Opened to traffic from the 1st July 1895.

No. 26—*concld.*

railways during the year ending the 31st December 1895.

STATE LINES WORKED BY THE STATE.			ASSISTED COMPANY.	LINES OWNED AND WORKED BY NATIVE STATES.			Total and average of principal metre gauge lines.	Progressive No.	REMARKS.
LIII EASTERN BENGAL (STATE).		LIV Burma (state).	LVIII Rohilkund and Kumaon. (Company's section). (g)	LVII JODHPORE BIKANEER.		LIX Dhrangadra-Jondgarh-Porbandar. (i)			
Northern and Behar sections (including the Kosnia-Dhardia, 2'-6" gauge, branch).	Dacca section.			Jodhpore section.	Bikaneer section.				
478·51	85·92	884·20	235·09	320·50	43·50	(k) 379·09	7,589·86	1	
74·44	13·91	120·63	32·35	9·50	1·00	44·29	952·29	2	
552·95	99·83	972·83	317·44	330·00	44·50	423·98	8,552·29	3	(a) Excluding steam-boat service and suspense.
478·52	85·92	762·91	281·82	320·50	43·50	379·09	7,453·24	4	(b) Including 3·07 miles of main line laid on the standard gauge.
3,90,85,078	67,23,422	7,30,26,575	1,03,00,716	64,32,234	9,70,535	1,91,03,617	55,45,61,664	5	
3,20,45,077	67,23,422	7,10,92,076	1,05,61,875	64,06,374	9,70,535	1,87,29,641	53,60,34,457	6	(c) Including the Pálanpur-Deesa, the Gaekwar's Mehsána and the Godeypore-Chatar railways.
81,597	78,252	85,222	87,047	19,969	22,311	(l) 49,220	70,786	7	
70,612	67,349	73,078	33,272	19,413	21,810	(m) 45,085	62,845	8	(d) Including the Guntakal-Mysore frontier, the Southern Mahratta (Mysore section), the Kuchâpur, the Yesvantpur-Mysore frontier and the Mysore-Nanjangud railways.
19,41,379	3,68,700	35,48,016	5,19,528	5,04,146	39,192	11,00,956	2,63,29,763	9	
29,54,428	1,57,766	30,93,930	5,74,555	4,54,682	38,681	9,32,738	3,57,26,566	10	
53,78,672	5,38,030	67,11,062	12,30,438	9,74,738	86,538	21,26,891	6,41,04,868	11	
120	120	160	84	58	38	108	163	12	(e) Including the Pondicherry railway, except as regards item 16.
21,67,126	2,77,005	40,08,706	7,62,775	4,05,402	41,442	12,27,725	3,12,89,312	13	
40·23	51·40	59·73	61·99	41·60	47·89	57·74	48·76	14	(f) Including the Pondicherry and the Márayaram-Mutupet railways.
32,11,546	2,61,025	27,02,350	4,67,663	5,69,246	45,096	8,98,606	3,28,75,546	15	
8·03	3·83	3·70	4·33	8·85	4·65	4·70	5·93	16	(g) Including the Lucknow-Bareilly section.
...	...	...	...	...	...	...	...	17	
601,631	123,829	926,839	178,489	157,683	17,775	311,796	8,105,458	18	(h) No passenger trains were run.
869,498	63,932	1,081,941	267,097	138,647	14,328	289,361	11,826,365	19	
1,471,129	192,761	2,008,780	465,586	296,330	32,103	601,157	19,931,813	20	(i) Including 4·50 miles of state mileage in dock estates and quarry lines constructed and maintained by the states themselves.
3·23	2·85	3·63	3·07	3·20	2·20	3·33	3·25	21	
3·40	2·47	2·85	2·60	3·28	2·70	3·39	3·02	22	
3·65	2·79	3·34	2·64	3·29	2·70	3·53	3·22	23	
1·47	1·44	1·90	1·64	1·37	1·29	2·04	1·67	24	(l) Calculated on 375·19 miles, excluding dock mileage, *vide* note (i).
2·18	1·35	1·35	1·00	1·92	1·41	1·49	1·65	25	
0·50	0·36	0·76	0·53	0·20	0·19	0·38	...	26	(m) Calculated on 415·43 miles, excluding the length of single track including sidings of dock lines.
205·17	197·20	222·38	133·22	270·18	182·06	223·04	218·95	27	
35·43	29·52	30·41	33·20	66·62	38·77	35·10	38·67	28	
70·04	53·52	77·45	60·25	52·78	42·62	58·70	81·18	29	
118·12	56·00	90·70	61·99	37·75	42·99	66·04	128·02	30	
15·62	12·32	10·72	(h)	8·49	6·81	11·36	...	31	
25·80	21·79	23·08	23·00	17·14	...	27·26	...	32	
10·13	13·32	11·31	11·00	9·84	8·60	13·81	...	33	
11·50	4·91	14·49	11·00	9·59	8·01	6·73	...		
123,436,053	25,116,586	206,571,527	34,477,750	42,602,702	3,230,147	69,543,137	2,917,453,749	34	
61,673,328	3,421,804	83,722,714	17,206,411	7,317,622	582,030	16,985,036	960,099,715	35	
0·80	1·19	1·41	1·29	0·89	1·08	1·48	...	36	
3·77	5·37	5·28	4·64	4·75	4·77	6·05	...	37	
2·70	2·60	3·13	2·66	2·08	2·07	2·86	...	38	
9·20	8·85	7·09	6·38	11·93	12·76	11·11	...	39	

and 31 and 35, *see* also statements Nos. 22, 23, 33, 34, 35, 36, 37 and 40.
VII, statement No. 29, which is limit on lines open to traffic, excluding projects on lines purchased and expenditure on unopen extensions.

STATEMENT No. 27.

Guaranteed interest—Indian railways.

Total amount advanced on account of guaranteed interest to 31st December 1895, the net revenue of these railways to 30th June 1895 appropriated towards the repayment of that amount and the balance.

Serial No.	Railway Company.	Interest advanced to the 31st December 1894.	Interest advanced during 1895.				Total. (b)	Aggregate of net revenue balance for the several half-years to the 30th June 1895.	Net amount advanced.
			England.	India.	Interest charged on overdrawn capital. (a)	Total.			
		£	£	£	£	£	£	£	£
XXIV	Great Indian Peninsula	35,739,310	1,204,166	1,708	...	1,205,874	36,945,184	33,678,018	3,267,166
XXV	Bombay, Baroda and Central India . . .	12,425,809	422,155	111	568	422,834	12,848,643	11,681,245	1,167,398
XXVI	Madras	16,812,444	533,037	...	247	533,284	17,345,728	9,078,664	8,267,064
	TOTAL	64,977,563	2,159,358	1,819	815	2,161,992	67,139,555	54,437,927	12,701,628

(a) Interest on overdrawn capital is for the year 18.5, being charged in that year by transfer entry.
(b) Represents interest due up to the 30th June 1895 only, the interest for the half-year ended the 31st December 1895 not being paid until the succeeding half-year.
NOTE—Rupees converted into sterling at the contract rate of exchange.

STATEMENT No. 28.

Amounts of total surplus profits on guaranteed railways as calculated under the contracts for distribution between Government and railway companies to the 31st December 1895 inclusive.

Half-year ending	XXIV Great Indian Peninsula railway.	XXV Bombay, Baroda and Central India railway.	XXVI Madras.	Totals.
	Rs.	Rs.	Rs.	Rs.
To end of 1880	1,47,59,444	4,02,862	...	1,51,62,306
June 1881	36,00,753	17,28,545	...	54,19,298
December 1881	13,614	...	...	13,614
June 1882	64,37,716	16,12,691	...	80,50,407
December 1882	...	...	...	...
June 1883	66,52,396	22,03,353	...	88,55,749
December 1883	...	86,214	...	86,214
June 1884	49,51,342	27,05,193	...	76,56,535
December 1884	...	...	...	...
June 1885	54,04,778	22,46,727	...	76,51,505
December 1885	...	6,66,993	...	6,66,993
June 1886	66,37,091	27,31,649	...	93,69,240
December 1886	13,71,491	6,64,036	...	20,35,527
June 1887	82,13,411	25,76,695	...	1,07,90,106
December 1887	...	6,644	...	6,644
June 1888	79,11,414	22,65,611	...	1,01,77,025
December 1888	7,78,571	2,64,174	...	10,42,745
June 1889	53,73,055	26,37,284	...	80,10,339
December 1889	...	3,35,498	...	3,35,498
June 1890	62,09,943	26,12,555	...	88,22,498
December 1890	...	2,31,686	...	2,31,686
June 1891	1,03,78,016	31,79,971	...	1,35,57,987
December 1891	...	4,32,725	...	4,32,725
June 1892	76,27,013	32,98,109	...	1,09,25,122
December 1892	...	2,75,400	...	2,75,400
June 1893	68,62,262	29,97,617	...	98,59,879
December 1893	...	10,21,458	...	10,21,458
June 1894	60,80,662	43,29,467	...	1,04,10,129
December 1894	...	11,41,960	...	11,41,960
June 1895	32,40,722	50,60,979	1,12,009	84,13,780
December 1895	...	12,14,280	...	12,14,280
TOTAL	11,16,15,894	4,99,30,256	1,12,009	16,16,58,249
Add—Guaranteed lines subsequently purchased by Government—				
East Indian railway	...	...	...	6,38,77,335
Eastern Bengal railway	...	...	...	93,99,567
Sind, Punjab and Delhi railway	...	...	...	2,96,825
South Indian	...	...	...	2,92,112
TOTAL	...	...	...	23,54,24,138

STATEMENT No. 29.

Guaranteed railways.

NOTE.—Rupees converted into sterling at the contract rate of exchange.

YEAR.	Capital expended to the 31st March.	Net revenue for the year ended the 31st December.	Guaranteed interest for the year ended the 31stDecember.	Interest in excess of revenue.	Revenue in excess of interest.
	£	£	£	£	£
1870 . . .	88,910,587	2,846,600	4,344,113	1,497,513	...
1871 . . .	87,686,857	2,686,260	4,544,764	1,858,504	...
1872 . . .	90,188,585	2,869,223	4,603,853	1,734,630	...
1873 . . .	90,660,880	3,185,069	4,613,573	1,428,504	...
1874 . . .	91,353,883	3,956,071	4,651,088	695,017	...
1875 . . .	92,441,794	3,576,514	4,641,979	1,065,465	...
1876 . . .	93,392,600	4,442,430	4,658,947	216,517	...
1877 . . .	94,108,059	6,117,226	4,662,635	...	1,454,591
1878 . . .	95,430,863	5,002,028	4,708,134	...	293,894
1879 . . .	96,444,666	5,062,188	4,748,233	...	313,955
1880* . . .	65,907,288	2,662,213	3,268,179	600,966	...
1881 . . .	66,349,320	3,110,324	3,272,651	161,827	...
1882 . . .	67,021,755	3,319,439	3,279,407	...	40,032
1883 . . .	67,431,448	3,542,973	3,289,439	...	253,534
1884 . . .	68,769,369	3,207,313	3,243,015	35,702	...
1885† . . .	66,558,570	3,505,142	3,191,169	...	313,973
1886‡ . . .	56,814,758	3,378,242	2,702,701	...	675,541
1887 . . .	57,046,325	3,326,485	2,725,445	...	601,040
1888 . . .	57,694,898	3,433,689	2,688,848	...	744,841
1889§ . . .	49,045,463	2,853,584	2,345,383	...	508,201
1890 . . .	49,385,293	3,107,217	2,361,094	...	746,123
1891‖ . . .	45,091,263	3,266,586	2,151,338	...	1,115,248
1892 . . .	45,137,155	3,012,611	2,148,725	...	863,886
1893 . . .	45,207,400	3,046,225	2,157,007	...	889,218
1894 . . .	45,276,701	2,886,556	2,160,536	...	726,020
1895 . . .	45,594,262	2,909,583	2,164,151	...	745,417

* East Indian railway excluded from this and subsequent years.
† Eastern Bengal railway ditto ditto.
‡ Sind, Punjab and Delhi railway ditto ditto.
§ Oudh and Rohilkhand railway ditto ditto.
‖ South Indian railway ditto ditto.

STATEMENT No. 30.

Results of working the guaranteed railways and lines leased to or purchased from companies and worked by companies for the year ended 31st December 1895.

Serial No.	RAILWAY.	Capital cost.	(f) Net revenue, less contribution to Provident Fund.	Amount chargeable against net revenue under contract on account of interest.	Surplus for division as arrived at under terms of contract 4—5.	Company's share of profits for the year.	(e) Dividend earned by company including guaranteed interest.	Amount of interest charges to Government, sterling amounts being converted at average rate of exchange for official year.	Charges for land and cost of controlling establishment for guaranteed railways.	Total actual charges to Government for interest, surplus profits, etc. 7 + 9 + 10.	Net result to Government, + gain, — loss.
1	2	3	4	5	6	7	8	9	10	11	12
	State lines worked by companies	£	Rs.	Rs.	Rs.	Rs.	£ s. d.	Rs.	Rs.	Rs.	Rs.
I	EAST INDIAN	37,200,000 Rs. *4,99,20,050	(g) 3,78,34,726	(h) 3,06,74,803	(g) 71,59,923	14,29,078	5 4 2	(i) 2,01,53,615	...	(i) 3,05,82,693	+72,52,033
II	BENGAL-NAGPUR	9,86,49,399	35,71,300	48,56,300	...	...	4 0 0	46,76,286	...	46,76,286	—11,04,986
III	INDIAN MIDLAND	8,81,49,986	16,33,109	45,27,495	...	...	4 0 0	44,34,092	...	44,34,092	—28,00,983
XLV	RAJPUTANA-MALWA	15,05,55,687	1,44,75,450	72,33,232	72,42,218	14,48,444	(c)	59,78,606	...	74,27,050	+70,48,400
XLVII	SOUTHERN MAHRATTA	9,55,02,590	25,83,334	46,80,289	...	(k) 6,45,833	4 15 5	45,65,148	...	52,10,981	—26,27,647
XLIX	SOUTHERN MAHRATTA (MYSORE SECTION)	1,40,22,452	6,27,724	8,70,946	...	(c) 1,50,931		(d) 5,33,346	...	6,90,277	—62,553
L	SOUTH INDIAN	£ 5,692,557 Rs. †2,82,10,364	38,90,603	24,66,689	14,23,914	2,60,599	4 8 11	41,97,773	...	44,68,372	—5,67,769
	Guaranteed railways.	Rs.									
XXIV	GREAT INDIAN PENINSULA	27,95,39,235	1,47,19,968	1,31,29,413	33,40,722 —16,50,197	16,20,361	5 9 0	2,11,68,287	1,43,935	2,29,32,583	—82,12,615
XXV	BOMBAY, BARODA AND CENTRAL INDIA	9,97,90,965	1,09,37,063	46,61,824	63,75,239	31,87,620	8 7 4	75,15,518	53,259	1,07,05,427	+2,31,636
XXVI	MADRAS	12,08,91,797	53,73,404	58,14,950	1,12,099 —53,645	56,050	4 19 7	93,82,922	1,11,584	95,50,556	—36,77,152

* Includes Rs. 60,26,193, the cost of land taken up by the railway and paid for by Government.
† Includes Rs. 13,84,171, the cost of land taken up by the railway and paid for by Government.
(c) This column shows approximately the dividends earned by the companies and not those actually distributed.
(h) Includes £65,500 for redemption of capital.
(e) The profits were paid over to the Bombay, Baroda and Central India Railway Company and were distributed among the shareholders of that company, and are included in the dividend quoted against the Bombay, Baroda and Central India railway.
(d) Net charge for interest after deducting the amount of interest recoverable from the Mysore Darbar Rs. 3,14,344.
(e) Company receive one-fourth of the net revenue.
(f) The differences between the figures entered in this column and those given in Chapters VIII and IX. Statements Nos. 23, 26 and 34, are due to adjustments on account of outstandings recovered during the year.
(g) Includes Rs. 14,580 dividend realised from the Palmer trust estate which is wholly creditable to Government.

CHAPTER IX.

Details of revenue earnings and expenditure.

Public traffic.

The summary of principal commodities in Statement No. 31 on page 138 shows that the earnings from public traffic, tabulated under thirty-two heads, amounted in 1895, on the standard and metre gauge railways, to Rs. 15,24,01,419. This, however, includes a sum of Rs. 1,42,76,551 on account of coal, railway plant and rolling-stock carried chiefly for foreign railways, which would for the most part contribute nothing to the profits if the lines were worked as one system. Excluding the above items, the balance (Rs. 13,81,24,868) is mainly accounted for under seven heads of country produce, *viz.*, cotton-raw, cotton-manufactured, grain and pulse, jute, oil-seeds, salt, and sugar, the earnings from which amounted to Rs. 9,11,26,336, or about 60 per cent. of the whole, leaving Rs. 4,69,98,512 as the earnings under the remaining twenty-three heads.

Grain and seeds traffic.

2. In grain and seeds, the most important traffic on Indian railways, there was a decrease, compared with the preceding year, of 406,807 tons, or 4·89 per cent., the actual figures being :

	Tons.
1894	8,326,798
1895	7,919,991

Wheat traffic.

3. In wheat alone the total traffic over the entire system of standard and metre gauge railways was as follows :

	Quantity. Tons.	Earnings. Rs.
1894	*1,593,509	*1,31,09,752
1895	1,617,930	1,35,44,545

The quantities of wheat carried by the important exporting railways during the past seven years were as follows :†

Railways.	1889.	1890.	1891.	1892.	1893.	1894.	1895.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Great Indian Peninsula . .	272,394	313,459	544,477	388,180	319,472	161,923	131,965
Bombay, Baroda and Central India	83,294	40,678	213,323	140,659	49,669	60,518	107,794
East Indian	177,511	139,148	403,193	357,025	186,007	235,928	237,421
North Western (state) . .	422,870	438,507	710,152	344,958	385,531	543,980	581,449
TOTAL .	956,329	931,789	1,881,545	1,230,823	920,679	992,349	1,058,633

The exports of wheat from the three chief ports during the same period are given in the following table, which also shows the percentage of exports on the estimated outturn of wheat in the financial year ending on the 31st March of the calendar year for which the export figures are given :

Ports.	1889.	1890.	1891.	1892.	1893.	1894.	1895.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Bombay	310,365	281,824	661,186	483,075	256,324	75,891	131,697
Calcutta	18,900	67,223	220,207	180,151	54,249	13,580	50,050
Kurrachee	348,727	332,508	524,809	263,376	263,023	298,524	356,088
TOTAL .	738,192	681,552	1,406,202	926,602	574,596	387,995	539,035
Estimated outturn of wheat in India during each previous financial year in tons .	1888-89. 6,357,074	1889-90. 6,123,000	1890-91. 6,876,000	1891-92. 5,535,000	1892-93. *7,193,000	1893-94. 6,923,000	1894-95. 6,278,000
Percentage of exports on outturn	11·61	11·13	20·45	16·74	7·99	5·60	8·59

* Revised figures.

† In this table through bookings are credited both to home and foreign lines, and the totals will in some cases therefore be greater than those shown for the traffic carried over the entire system of railways.

The figures for the outturn are estimates only and are liable to considerable deviation from actuals. It will be observed that the figures show that the amount of wheat carried on Indian railways in 1895 was considerably greater than the amount exported, the difference being due to a large movement of produce to meet the demands of internal trade.

Principal features of working.

4. The following paragraphs show the principal features in the working of the standard and metre gauge railways during 1895 as compared with the previous year.* Statements giving detailed statistics for these railways will be found on pages 138 to 161.

East Indian Railway system (standard gauge).

5. The mean mileage worked, including branch lines and lines worked over, was 1,904·04 miles against 1,858·38 miles in the previous year. The increase was due to the extension of the Ondal loop (14·15 miles), the purchase of the Alipur branch (7·54 miles) and the opening of the Damoodur Coal branch (8·00 miles).

The gross earnings of the system increased from Rs. 5,43,33,171 to Rs. 5,59,05,001 or by Rs. 15,71,830, and the working expenses* having been Rs. 6,15,040 higher, the net earnings were Rs. 3,82,34,978 against Rs. 3,72,78,188 in the previous year.

The number of passengers carried was 18,348,560 as compared with 18,146,467 or an increase of 202,093, the increase in coaching earnings being Rs. 3,95,829, of which Rs. 1,14,357 was due to the improvement in intermediate class traffic, due to the reduction of the fares from 4½ pies to 3½ pies a mile, and Rs. 1,83,742 under parcels, due principally to despatches for the Chitral expedition and to the improvement in the fruit traffic.

The tonnage of goods carried and the earnings therefrom were 6,620,893 tons, and Rs. 3,64,66,568, respectively, against 6,137,572 tons and Rs. 3,53,55,879 in the previous year, the increase being principally under coal. The average rate charged per ton per mile for coal was 3·64 pies in the first-half and 3·54 pies in the second-half of the year, the average charge being nearly 6 per cent. lower than that of 1894, owing to increased liberality in rebates.

The net increase of Rs. 6,15,040 in working expenses was accounted for as follows: Rs. 4,56,219 under "Locomotive expenses," due chiefly to the increased train mileage and consequent larger consumption of coal, the issue price of which was also higher; an increase of Rs. 1,62,584 under "Carriage and wagon expenses", mainly for the replacement of wheels and axles when raising the carrying capacity of the rolling stock; an increase of Rs. 1,22,716, under "Traffic expenses" due to more train-mileage being run and to increases in salaries given in lieu of exchange compensation; a decrease of Rs. 1,30,918 under "Special and miscellaneous expenditure," due mainly to reductions in the amounts paid for "Hire of vehicles," "Mileage and demurrage of foreign stock" and "Loss by exchange" for home payments.

Bengal-Nágpur Railway (standard gauge).

6. The gross earnings increased from Rs. 66,90,648 in 1894 to Rs. 63,74,740 in 1895 or by Rs. 1,84,092, and as the working expenses were less by Rs. 98,937, the net earnings showed an improvement of Rs. 2,83,029, having risen from Rs. 32,58,414 to Rs. 35,41,443.

There was an increase of 157,464 in the number of passengers carried and of Rs. 2,05,475 in the passenger earnings which is ascribed to the increasing popularity of this route for pilgrims from Bengal *en route* to Mecca. There was also a larger pilgrim traffic than in the previous year for Allahabad and Benares, and more cooly emigrants were booked from Katni and Nágpur to Bengal, chiefly for collieries and tea plantations.

The tonnage of goods lifted fell from 1,207,414 tons to 1,191,056 tons and the earnings from Rs. 48,09,555 to Rs. 47,50,331. The traffic in "Coal and coke for the public and foreign railways" showed an increase of 8,211 tons, but

* Including contribution to the Provident Fund, but excluding Rs. 5,03,779 which represents the amount of a refund of overcharges by the Government Telegraph Department.

the earnings fell from Rs. 4,21,297 to Rs. 2,85,007, owing to the fact that through scarcity of labour at the Sanctoria coal-fields the price of coal rose, and the Great Indian Peninsula railway and the Nágpur Empress mills ceased to draw any supplies from this source, thus depriving the Bengal-Nágpur railway of its long distance traffic. The export-towards Calcutta for shipment at the Kidderpore Docks was very brisk in the first half of the year, but in the second half the supplies were limited owing to the monsoons. The despatches from the Umaria colliery also decreased owing to a smaller output from that colliery as the pits were flooded, but towards the close of the year the traffic improved and regular despatches to the Indian Midland and Great Indian Peninsula railways *viâ* Katni again commenced.

The traffic in "Grain and pulse" showed an improvement of 27,502 tons in quantity and Rs. 2,49,341 in earnings, and was chiefly due to the import of pulse from Berar *viâ* Nágpur to local stations on the line.

The large reduction in "Oil-seeds" traffic, *viz.*, 24,185 tons, and Rs. 2,38,306 in earnings, was due to the failure of the linseed crops in the Chhattisgarh district and no surplus stock being therefore available.

The principal fluctuations in the working expenses were a decrease of Rs. 2,46,230 under "Maintenance of way, works and stations" and increases of Rs. 36,246, Rs. 56,036, Rs. 34,710 and Rs. 30,733 under "Locomotive expenses," "Carriage and wagon expenses," "Traffic expenses" and "General charges," respectively. The decrease under "Maintenance of way, works and stations" was principally due to the expenses in 1894 having been abnormally high, on account of the grant of arrears of exchange compensation allowances to officers, and to the relaying of 8 miles of permanent-way on the Katni-Umaria section. The increase under "Locomotive expenses" was chiefly due to the enhanced cost of coal, and under "Carriage and wagon expenses" to heavier repairs to goods vehicles. The increase under "Traffic expenses" was mainly under the head "Station staff," due partly to the promotion granted to the staff and partly to increased charges for handling goods; while that under "General charges" principally occurred under "Home charges."

Indian Midland Railway system (*standard gauge*).

7. The mean mileage worked during 1895 was 819·21 miles against 753·78 miles in 1894. The increase was due to the opening of the Bina-Goona railway (72·18 miles) and the Bhopal-Ujjain railway (13·52 miles).

The gross earnings were Rs. 50,03,098 as compared with Rs. 57,63,886 in 1894, a decrease of Rs. 7,60,788, while the working expenses decreased from Rs. 33,55,491 to Rs. 31,79,429 or by Rs. 1,76,062. The net earnings were, therefore, Rs. 5,84,726 lower.

There was a decrease of 86,372 in the number of passengers carried, and of Rs. 31,752 in the earnings, due to the falling off in the local third class traffic, on account of scarcity prevailing in the districts served by the line.

The tonnage of goods carried decreased by 154,580 tons, and the earnings therefrom by Rs. 8,56,123, the figures for the year being 170,972 tons and Rs. 26,94,105 as compared with 665,552 tons and Rs. 35,50,228 in 1894.

Of this decrease, 104,364 tons and Rs. 8,05,537 was under "General merchandise." The principal variations were decreases of Rs. 3,85,400 under "Grain and pulse," Rs. 2,70,480, under "Oil-seeds," and Rs. 2,26,474 under "Railway material for foreign railways" and an increase of Rs. 1,22,586 under "Cotton, raw." In 1894, the traffic under "Grain and pulse" was abnormally large on account of the large imports to meet the unusual scarcity, no such fortuitous circumstances affecting the traffic of the past year. The earnings from these commodities were, however, higher than those of 1893 and 1892. In "Oil-seeds," the decrease was principally due to the linseed crop having suffered considerably from fungoid disease, and to the depressed condition of the export market. The decrease in "Railway material for foreign railways" was due to large consignments of permanent-way and bridge material conveyed in 1894 for the construction of the Bina-Goona and Bhopal-Ujjain railways. The increase under "Cotton, raw" was due to the crop having been an early one with a good outturn, and to the increased demand in Bombay for local consumption.

In working expenses, the principal fluctuations were decreases of Rs. 1,47,529 under "Maintenance of way, works and stations" and Rs. 40,880 in "Locomotive expenses." The decrease in "Maintenance of way, works and stations" was due to less expenditure on renewals on the Sindia section and Bhopal-Itársi railway and to there having been no heavy expenses in painting and retimbering bridges which occurred in the previous year. Under "Locomotive expenses," the decrease was principally due to the quantity of fuel used being less on account of decreased engine-mileage run, and the movements of coal to the different depôts being consequently lighter than in the previous year. The cost of maintenance and renewal of engines and machinery has increased, but this is to be expected as the stock gets older; the expenses this year also include the cost of thoroughly repairing six engines sold to the East Coast (state) railway.

Godhra-Rutlam-Nagda Railway (standard gauge).

8. There was an increase of 60·07 miles in the mean mileage worked during 1895, due to the fact that in 1894 the section from Dóhad to Rutlam, 70¾ miles, was open for traffic for about two months only, *viz.*, from the 22nd October 1894.

The gross earnings increased from Rs. 3,02,661 to Rs. 11,02,393, or by Rs. 7,99,732, and as the working expenses were more by Rs. 5,05,458, the net earnings showed an improvement of Rs. 2,94,274, having risen from Rs. 1,79,659 to Rs. 4,73,933.

The principal fluctuations in the working expenses were an increase of Rs. 1,01,811 under "Maintenance of way, works and stations," of Rs. 2,71,790 under "Locomotive expenses," of Rs. 28,282 under "Carriage and wagon expenses," of Rs. 63,224 under "Traffic expenses" and of Rs. 42,185 under "General charges."

East Coast (state) Railway (Bezwada Extension) (standard gauge).

9. The gross earnings amounted to Rs. 1,95,767 against Rs. 1,71,016 during the previous year. The working expenses were Rs. 1,00,684 as compared with Rs. 99,745 in the previous year, and the net earnings amounted to Rs. 95,119 against Rs. 71,271.

The number of passengers carried was 157,618 against 149,437 in the previous year, while the earnings therefrom were Rs. 28,290 against Rs. 26,785.

The total tonnage of goods carried was 196,225 as compared with 181,870, and the earnings therefrom were Rs. 1,52,826 against Rs. 1,31,891, the increase being mainly under coal.

North Western (state) Railway (standard gauge).

10. The mean mileage of the North Western (state) railway and branches, including the Jammu-Kashmir railway, Kashmir section, worked during 1895, was 2,469·62 miles, against 2,451·62 miles in the previous year. These figures exclude the Hyderabad-Shadipalli and Rájpura-Bhátinda railways.

The earnings of the year were the highest on record since the formation of the North Western (state) railway in 1886. The gross earnings increased from Rs. 3,23,14,097 in 1894 to Rs. 3,52,18,381 in 1895, or by Rs. 29,04,284, while the working expenses decreased by Rs. 7,17,532. The net earnings consequently improved by Rs. 36,21,816, having risen from Rs. 1,28,25,181 to Rs. 1,64,46,997.

The increase in the number of passengers carried and in the earnings therefrom amounted to 1,145,237 and Rs. 7,44,144, respectively, due chiefly to the Chitral expedition and the opening of the Wazirabad-Lyallpur railway.

The tonnage of goods carried fell from 6,432,496 to 5,537,254, but the earnings therefrom rose from Rs. 2,13,94,215 to Rs. 2,28,54,304. The ton-mileage amounted to 836,731,656 compared with 763,650,368 in the previous year. This shows that the lead of goods this year was longer than in 1894.

The noticeable increases in tonnage lifted and earnings under "General merchandise" were as follows: 67,078 tons and Rs. 7,05,299 under "Grain and

pulse," 11,151 tons and Rs. 2,37,039 under "Cotton raw," 12,658 tons and Rs. 1,93,745 under "Provisions," and 6,160 tons and Rs. 1,11,278 under "Hides and skins." There were large decreases of Rs. 9,27,555 under "Oil-seeds," of Rs. 97,293 under "Wool, raw" and Rs. 57,977 under "Oils."

The principal fluctuations in the working expenses were decreases of Rs. 8,34,545 and of Rs. 5,19,264 under "Maintenance of way, works and stations" and "Carriage and wagon expenses," respectively, and increases of Rs. 4,04,631, of Rs. 2,10,044 and of Rs. 39,186 under "Locomotive expenses," "Traffic expenses" and "Special and miscellaneous expenditure," respectively. The decrease under "Maintenance of way, works and stations" mainly occurred under "Repairs of bridges, etc.," and that under "Carriage and wagon expenses" principally under "Repairs and renewals of vehicles." The increase under "Locomotive expenses" occurred chiefly under the head "Fuel," due to the extra train mileage run in 1895, and under "Traffic expenses," principally under "Salaries of officers and staff" and "Fuel, lighting, water and general stores." The increase under "Special and miscellaneous expenditure" was due to a payment of Rs. 24,204 to Moulvi Ilahi Bux for compensation for personal injury in the Satghara accident in 1891.

Through booking to and from Europe.

The following statement compares the North Western (state) railway earnings from passenger and parcels traffic in connection with the through booking arrangements to and from Europe during the years 1894 and 1895:

	Previous year.		1895.	
	No. or weight.	Amount.	No. or weight.	Amount.
	No.	Rs.	No.	Rs.
From India to England.				
1st class passengers	132	7,108	97	5,508
2nd class passengers	32	866	40	1,172
3rd class passengers	3	32	1	14
Luggage	Tons 2·368	355	Tons 3·205	509
Parcels	,, 5·079	999	,, 4·316	813
TOTAL ...	...	9,360	...	8,016
From England to India.				
1st class passengers	82	5,691	25	1,705
2nd class passengers	10	371	12	362
3rd class passengers	...	...	...	...
Luggage	Tons 5·734	972	Tons 0·087	14
Parcels	,, 0·551	117	,, 0·240	39
Dogs	No. 2	8	No. ...	...
TOTAL ...	...	7,069	...	2,129

Hyderabad-Shadipalli Railway (standard gauge).

11. The gross earnings amounted to Rs. 1,68,139 against Rs. 1,45,222 and the working expenses to Rs. 1,21,531 against Rs. 1,09,160, resulting in an increase of Rs. 10,546 in the net earnings.

The number of passengers carried amounted to 313,877 and the earnings therefrom to Rs. 76,141 against 328,299 and Rs. 67,906 in the previous year.

The tonnage of goods lifted decreased from 65,231 tons to 61,602 tons, but the earnings increased from Rs. 72,511 to Rs. 86,018, due to the longer average lead obtained.

The line is worked by the North Western (state) railway at 45 per cent. of the gross receipts *plus* actual maintenance charges.

Oudh and Rohilkhand (state) Railway (standard gauge).

12. The mean mileage worked was 797·18 miles against 772·60 miles in the previous year, the increase of 24·58 miles being due chiefly to the fact that the Bareilly-Rámpur-Moradabad chord line was open for seven months only during 1894.

The gross earnings decreased from Rs. 1,05,18,836 to Rs. 1,02,94,880 or by Rs. 2,23,956, and as the working expenses were more by Rs. 2,56,235, the net earnings decreased by Rs. 4,80,191, having fallen from Rs. 57,36,139 to Rs. 52,55,948.

There was a decrease of 98,526 in the number of passengers carried, but an increase of Rs. 59,224 in the earnings. The increase was due to the longer average distances travelled, many passengers having been diverted to other routes in 1894, owing to the communication having been interrupted by breaks on the line caused by floods.

In the goods traffic there was an increase of 266,690 tons, due mainly to ballast trains and the carriage of girders for renewals, but the earnings were less by Rs. 2,91,421, due to a falling off in foreign inwards and cross traffic, while the increased tonnage was carried at very low rates.

The falling off in earnings from goods traffic was mainly under "Sugar" (mostly undrained), under which commodity there was a reduction of 76,444 tons in the quantity carried and Rs. 2,92,910 in earnings, in consequence of the failure of the crops, which were badly damaged by the floods of 1894, and under "Grain and pulse," the earnings from which were Rs. 77,907 less than in 1894, although the tonnage carried was 28,801 tons more; the difference being due to the falling off of the special traffic in wheat, etc., from the Punjab, which was largely imported during the previous year, owing to a bad harvest in the North-Western Provinces and Oudh.

The principal increase in the working expenses was Rs. 2,19,008 under "Maintenance of way, works and stations," due to the special renewals of permanent-way and girders now in progress.

Eastern Bengal (state) Railway system (standard, metre and special gauges).

13. The gross earnings, excluding the Bengal Central railway, increased from Rs. 1,40,15,726 in 1894 to Rs. 1,45,09,739, or by Rs. 4,94,013, and as the working expenses were less by Rs. 1,26,902, the net earnings showed an improvement of Rs. 6,20,915, having risen from Rs. 83,53,559 to Rs. 89,74,474.

The increase in the number of passengers carried, and in the earnings therefrom, amounted to 1,161,603 and Rs. 2,32,679, respectively. This improvement is attributed to the development of the suburban traffic, to an increase in short distance traffic, and to the large number of pilgrims who travelled during the year on the occasion of the *Maha Baruni* bathing festival and the Kanchrapara (Kulerpat) *mela*.

The tonnage of goods carried fell from 2,048,115 tons to 2,041,399 tons, but the earnings rose from Rs. 79,87,863 to Rs. 84,86,594. The decrease in weight was mainly due to the concession granted to the East Indian railway for running their trains to Bracebridge Hall. The increase in earnings was due to a larger proportion of traffic of the higher classes having been carried.

The noticeable increases in the earnings under "General merchandise" occurred in the traffic in "Jute," "Metals" and "Oils."

The "Jute" traffic showed marked improvement. The increase was due principally to larger despatches from Kooshtea, Pangsa, Goalundo, Narayanganj, Sirajganj and stations on the Northern, Behar, and Dacca sections, to Calcutta, Chitpore, the Calcutta Port Commissioners' railway, and to the East Indian railway, *viâ* Naihati and Manihari Ghât. The increase in the

quantity of "Metals" and "Oils" carried and in the earnings from them was due to large despatches of iron from the Calcutta Port Commissioners' railway to the Eastern and Northern districts of Bengal, and of kerosine oil despatched from Budge-Budge to the depôt at Narculdanga, and to the East Indian railway, *viâ* Naihati.

The decrease under "Grain and pulse" was due to the state of the markets. The crops were good in the Northern Bengal districts, and exporters were waiting to place their stocks. Owing to the better crops in the Eastern Bengal districts, there was little or nothing consigned to these districts, while in the previous year large quantities were imported. The decrease was also due to shorter despatches from Chitpore, the East Indian railway, *viâ* Naihati, and stations on the Northern and Behar sections, and that under "Spices" was due to smaller despatches of chillies and betel-nuts from Calcutta, Chitpore, the East Indian railway *viâ* Naihati, the Calcutta Port Commissioners' railway, the Madaripore service, and *viâ* Goalundo.

The principal fluctuations in the working expenses were as follows: A decrease of Rs. 60,987 under "Carriage and wagon expenses," due to less repairs having been done to coaching vehicles during the year; a decrease of Rs. 59,541 under "Steam-boat service" due to the transfer of the Goalundo-Narayanganj steamer service to the India General Steam Navigation Company from the 1st July 1895; and a decrease of Rs. 39,753 under the sub-head "Compensation," due to settlement of arrear claims in the previous year; while the increase under "Locomotive expenses" of Rs. 49,843 was chiefly due to heavy repairs to locomotive engines, and to increase under "Fuel," partly owing to the enhanced price of coal, and partly to more coal being consumed than in the previous year on account of increased train-mileage run.

Bengal Central Railway (standard gauge).

14. The gross earnings increased from Rs. 8,20,179 in 1894 to Rs. 9,47,391 or by Rs. 1,27,212, and as the working expenses were more by Rs. 48,896 only, the net earnings showed an improvement of Rs. 78,316.

The total number of passengers of all classes carried was 1,703,308 against 1,663,537, showing an increase of 39,771, and the coaching earnings were Rs. 5,91,052, or Rs. 15,567 more than in the previous year.

The tonnage of goods lifted amounted to 157,135, an increase of 43,279 tons; while the earnings were Rs. 3,46,123 against Rs. 2,34,814 in the previous year, an increase of Rs. 1,11,309.

Calcutta Port Commissioners' Railway (standard gauge).

15. The gross earnings increased from Rs. 3,23,373 to Rs. 3,87,560 or by Rs. 64,187, and as the working expenses were more by Rs. 25,103, the net earnings showed an improvement of Rs. 39,084, having risen from Rs. 1,38,055 to Rs. 1,77,139. The sources of income were goods and sundries.

The principal variations in the working expenses were increases of Rs. 11,979 and Rs. 9,145 under "Traffic expenses" and "General charges," respectively. The increase under "Traffic expenses" was mostly on account of a portion of handling charges for the previous year being disbursed in 1895, and additional labour engaged for handling a larger tonnage of goods, a course justified by the increased earnings. The increase under "General charges" was due to a payment of Rs. 5,000 having been made in 1895 on account of rent of a building for storing jute, which had been withheld since 1894 in consequence of a dispute in regard to its ownership, as well as to an advance payment of insurance premia on the several buildings, which have been insured up to July 1897 or for two years.

East Coast (state) Railway (standard gauge).

16. There was an increase of 105·92 miles in the mean mileage worked during 1895, due to the opening of the sections, Palasa to Berhampore Ganjám and Berhampore Ganjám to Rambha, from the 1st April and 1st September 1895, respectively.

The gross earnings increased from Rs. 14,80,678 to Rs. 19,04,251 or by Rs. 4,23,573, and as the working expenses were more by Rs. 2,45,309 only, the net earnings showed an improvement of Rs. 1,78,264, having increased from Rs. 1,50,921 to Rs. 3,29,185.

The increase in the number of passengers carried, amounting to 353,901, and in earnings from coaching traffic, to Rs. 1,66,273, is ascribed to the increase in the mean mileage worked and to the general development of the passenger traffic.

The tonnage of goods carried rose from 343,087 tons to 484,582 tons, and the goods earnings from Rs. 4,68,994 to Rs. 7,68,063.

Apart from the increased earnings from the longer mileage worked, the larger quantities of grain and pulse and oil-seeds tendered for despatch, giving earnings of Rs. 16,403 and Rs. 27,273 better than in the previous year, is attributed to the gradual adoption by traders of the railway route in preference to carts and canals; while the increase of 9,978 tons, with an increase of Rs. 13,384 in earnings from "Metals" is stated to be due to larger despatches of Manganese ore from Garividi to Vizagapatam for shipment.

The large increase in "Coal and coke" traffic was due to the establishment of depôts along the line.

The principal increases in the working expenses were under "Locomotive expenses" Rs. 1,31,810, "General charges," Rs. 29,561, and "Steam-boat service," Rs. 73,913.

Great Indian Peninsula Railway system (standard gauge).

17. The gross earnings fell from Rs. 3,62,74,296 to Rs. 3,37,90,193 or by Rs. 24,84,103, and as the working expenses were less by Rs. 9,65,952 only, the net earnings, which amounted to Rs. 1,47,38,432, showed a decrease of Rs. 15,18,151 as compared with those of the previous year.

The number of passengers carried increased by 887,945, and the earnings by Rs. 2,42,191. This improvement was due partly to brisker traffic between Bombay and its suburbs on the south-east section, and partly to larger attendance at the Pandharpur fair than in 1894, when cholera was prevalent. The running of a slow mixed train between Poona and Raichur and the diversion of passengers *viâ* the Southern Mahratta railway during the breaks on the south-east line, partly account for the decrease in third class passengers travelling by mail trains.

The goods traffic continued to fall in 1895, the net decrease being 269,996 tons and Rs. 29,31,696. The principal items of decrease were "Drugs and chemicals," Rs. 1,82,894, "Dyes and tans," Rs. 1,57,675, "Grain and pulse," Rs. 2,71,451, and "Oil-seeds" Rs. 21,66,848. The failure of the grain and seed crops in the Central Provinces, where two bad seasons in succession had been experienced, and the diversion of the Indore traffic from *viâ* Khandwa to the new route, *viâ* the Godhra-Ratlam route, are stated as chief reasons for these decreases. Improvement, however, has taken place in respect to certain articles. "Cotton, raw," although the crop in the Berars and in parts of the Deccan was reported to be below the average, showed an increase of Rs. 4,10,783 and "Coal and coke" of Rs. 1,29,767.

The principal fluctuations in working expenses were a decrease of Rs. 5,23,235 under "Maintenance of way, works and stations," due chiefly to the issue of smaller quantities of steel rails, pot sleepers, tie-bars, etc., to the more favourable rates of issue, and to the execution in 1894 of the following works: repairs of the slips at the Thull Ghât, the engine depôt at Byculla and the new stations at Chinchpokli, Currey Road and Kurla, the extensive repairs of the quarters at Bhusaval, and the restoration of the Mussuk bridge, and lastly to the suspension of outlay on platelayer's huts; a decrease of Rs. 1,09,862 under "Carriage and wagon expenses," due to the curtailment of renewals of coaching and goods vehicles, to the lower price of the new iron-work for renewal of covered goods wagons, to smaller issues of new material, and to the use of second-hand materials as far as possible; a decrease of Rs. 1,72,985 under "Traffic expenses," due to the reduction of station and train staff and the absence of others on compulsory leave consequent upon the falling off in the traffic, and a decrease of Rs. 1,23,573 under "Special and miscellaneous

expenditure," due to increase in the receipts and decrease in the payments of mileage and demurrage. These decreases under the main heads would have been much greater were it not that loss by exchange was greater by Rs. 7,21,245 owing to the unfavourable rate of exchange, *viz.*, 13·081*d.* against 13·27*d.* in 1894 and the larger issues of English stores to revenue in the first-half of 1895, and to the latter cause in the second-half, although the rate of exchange was then favourable, *viz.*, 13·530*d.* against 13·226*d.* in 1894.

Bombay, Baroda and Central India Railway (standard gauge).

18. The gross earnings increased from Rs. 1,59,48,484 to Rs. 1,75,53,067, or by Rs. 16,04,583, and as the working expenses* were more by Rs. 7,38,494, the net earnings showed an improvement of Rs. 8,66,089, having risen from Rs. 1,00,70,974 to Rs. 1,09,37,063.

The increase in the number of passengers carried and in the earnings therefrom amounted to 733,534 and Rs. 2,75,587. This improvement is due to the development of passenger traffic under all classes.

The tonnage of goods carried and the earnings therefrom rose from 1,553,480 tons to 1,662,130 tons, and from Rs. 1,05,81,899 to Rs. 1,19,18,571, an increase of 108,650 tons and of Rs. 13,36,672, respectively.

The increase under "General merchandise" occurred principally in "Cotton," "Grain and pulse," "Metals," "Provisions," and "Timber." There was also a large increase in "Coal," both for the public and for the locomotive department.

The principal fluctuations in working expenses were increases under "Maintenance of way, works and stations," "Locomotive expenses," "Traffic expenses," and "Special and miscellaneous expenditure" of Rs. 1,97,616, Rs. 3,87,471, Rs. 87,435 and Rs. 86,667, respectively. Under "Maintenance of way, works and stations," the increase was due chiefly to the heavy expenditure during the year on renewal of Warren girder bridges with new plate girders. Under "Locomotive expenses," the increase was due mainly to the increased consumption of coal per train-mile owing to the larger use of country coal, and partly to the increased train-mileage; larger renewals and repairs of engines have also contributed towards the increase. Under "Traffic expenses," the increase was due to the engagement of extra station staff to meet heavy traffic, to the supply of new wagon covers, to a heavier consumption of stores, and to the charges in 1894 having been reduced by a large credit for over-charges on oil in previous years; and under "Special and miscellaneous expenditure," the increase was chiefly due to the heavy claims settled during the year for damage to goods, and partly also to expenditure on the Surat-Nandurbar survey, and to the charges for mileage of foreign stock during the first-half year being in excess of earnings.

Madras Railway system (standard gauge).

19. The gross earnings for the year 1895, including Rs. 1,52,953 on account of the Kolar Gold-fields railway, were in excess of the corresponding period by Rs. 9,60,718, and, as the working expenses decreased by Rs. 7,256, the net earnings increased by Rs. 9,67,974, having risen from Rs. 49,77,136 to Rs. 59,45,110.

There was a decrease of 970,307 in the number of passengers carried, but an increase of Rs. 6,03,509 in the earnings. In the second-half of 1894, there was a very large increase in the number of passengers and also in the earnings in the case of third class traffic; in fact the number of passengers carried was the highest on record. The third class traffic contributed Rs. 5,07,640 to the increase in earnings, due to the third class fares being raised from the 1st January 1895. The traffic over the Kolar Gold-fields railway amounted to 499,951 passengers and Rs. 34,962.

The tonnage of goods rose from 1,141,644, to 1,274,229, and the earnings from Rs. 60,41,172 to Rs. 63,96,604, which includes 143,583 tons and Rs. 1,14,959 on account of the Kolar Gold-fields railway.

The noticeable increases were in "Coal and coke carried for the public and foreign railways" and in "Timber," the increases in the quantity carried and in

* Including contribution to the Provident Fund.

the earnings being 69,405 tons and Rs. 1,25,817, and 35,836 tons and Rs. 77,891, respectively.

The principal fluctuations in the working expenses were increases of Rs. 21,519, Rs. 1,53,331 and Rs. 12,031 under "Maintenance of way, works and stations," "Locomotive expenses," and "General charges," respectively, and decreases of Rs. 1,16,052, Rs. 32,574 and Rs. 45,511 under "Carriage and wagon expenses," "Traffic expenses" and "Special and miscellaneous expenditure." The increase under "Maintenance of way, works and stations" was chiefly due to an increase in the outlay on account of ordinary maintenance and renewal of permanent-way. The increase under "Locomotive expenses" was accounted for by the cost of four new engines having been charged to the year under review, and, also by an increased outlay on account of fuel. The increase under "General charges" was caused by the salaries of the officers belonging to the engineering and traffic departments, who acted for the officers of the Agent's office, having been charged thereto. The increments given to several of the officers have also contributed to the increase.

The decrease under "Carriage and wagon expenses" was due to a smaller outlay on account of "Repairs and renewals of vehicles" and loss by exchange. Under "Traffic expenses," the outlay on account of fuel, lighting, etc., and loss by exchange, has been less than in the previous year. The decrease exhibited under "Special and miscellaneous expenditure" was due to arrears of municipal taxes having been paid in 1894, and to an adjustment in the same year of outstanding claims on account of rent at the Guntakal station.

The Nizam's Guaranteed State Railway system (standard gauge).

20. The gross earnings of the entire system were Rs. 34,11,308 against Rs. 32,56,885, but as the working* expenses were Rs. 1,75,452 higher, the net earnings fell from Rs. 16,93,298 to Rs. 16,72,269, a decrease of Rs. 21,029.

The increase in the number of passengers carried and in the earnings therefrom amounted to Rs. 36,386 and Rs. 21,822, respectively.

The tonnage of goods carried rose from 540,671 to 695,698, and the earnings from Rs. 23,06,463 to Rs. 24,20,470. The noticeable increases were under "General merchandise," Rs. 42,419, and under "Coal," Rs. 62,166.

The principal increases in the working expenses occurred under "Locomotive," Rs. 73,877, due mainly to heavier repairs and renewals of engines, "Carriage and wagon," Rs. 52,244, due to heavier repairs to vehicles, and "Special and miscellaneous," Rs. 8,688, due principally to the mileage paid on foreign vehicles having exceeded the home line earnings from the same source.

Gaekwar's Petlád Railway (standard gauge).

21. The gross earnings rose from Rs. 69,668 to Rs. 73,891, or by Rs. 4,223 and as the working expenses were more by Rs. 1,676, the net earnings showed an increase of Rs. 2,547, having risen from Rs. 44,037 in 1894 to Rs. 46,584.

The increase in the number of passengers carried and in the earnings therefrom amounted to 8,302 and Rs. 574, respectively, and was due to the development of passenger traffic under all classes.

The tonnage of goods carried rose from 20,904 tons in 1894 to 22,916 tons, and the earnings therefrom from Rs. 19,034 in 1894 to Rs. 21,586 or by 2,012 tons and Rs. 2,552, respectively.

The increase was chiefly under "General merchandise," and occurred principally in "Stone and lime" and "Tobacco."

The increase in working expenses was due to the increase in the varying percentage of expenses on the gross earnings at which the line is worked by the Bombay, Baroda and Central India Railway Company.

Rájpura-Bhátinda Railway (standard gauge).

22. The gross earnings amounted to Rs. 13,18,902 against Rs. 12,59,032, and the working expenses to Rs. 7,25,396 against Rs. 6,92,468, resulting in an

* Including contribution to the Provident Fund, but excluding rent paid for the lease of the Beswada extension (East Coast state railway).

increase in the net earnings of Rs. 26,942. The earnings were the highest attained since the opening of this line.

The increase in the number of passengers carried and the earnings therefrom amounted to 1,38,476 and Rs. 63,117, respectively.

The tonnage of goods carried was less than in the previous year, having fallen from 343,874 tons to 333,974 tons, and the earnings from Rs. 9,14,483 to Rs. 9,08,738.

The line is worked by the North Western (state) railway at a fixed percentage on the gross earnings.

Bengal and North-Western Railway system (metre gauge).

23. The gross earnings of the line having increased from Rs. 55,59,547 to Rs. 56,60,679, or by Rs. 1,01,132, and the working expenses from Rs. 23,23,359 to Rs. 24,02,854, or by Rs. 79,495 only, the net earnings showed an improvement of Rs. 21,637, having risen from Rs. 32,36,188 to Rs. 32,57,825.

The increase in the passenger earnings, which is attributed to the general development of the traffic, amounted to Rs. 1,05,560, the number of passengers carried having been 198,670 more than in the previous year.

The goods traffic was less satisfactory, as owing to deficient crops, a shorter average lead was obtained than in 1894, and the earnings fell from Rs. 26,87,731 to Rs. 26,70,014. The actual tonnage lifted, however, was larger than in the previous year, having been 779,10¼ tons against 755,315 tons.

The rice traffic was normal, but there was a total decrease in tonnage lifted under "General merchandise" of 21,204 tons and of Rs. 1,17,082 in earnings, the earnings from "Seeds" being Rs. 92,444 less, from "Sugar" Rs. 22,247 less, and from "Tobacco" Rs. 46,810 less than in 1894; but these losses were partially made up by a considerable increase under "Coal", which promises to become an important item of traffic, and an increase under "Railway materials" of 39,160 tons in the tonnage lifted and Rs. 69,573 in the earnings, due to the carriage of materials for the new extensions.

The increase in the working expenses was due chiefly to relaying 75 miles of the Bengal and North-Western railway with 50 lb. steel rails, to the replacement of 60 old wooden wagons with new ten-ton iron wagons, and to the enhanced cost of the coal consumed during the year.

Rajputana-Malwa Railway (metre gauge).

24. The mileage open and worked during the year was 1,673·94 against 1,674·02 miles worked during the previous year, the decrease of 0·08 being due to realignment between Fatehabad and Indore.

The gross earnings fell from Rs. 2,48,41,539 to Rs. 2,34,40,581, a decrease of Rs. 14,00,958, and as the working expenses were less by Rs. 42,056, the net earnings showed a decrease of Rs. 13,58,902, having fallen from Rs. 1,53,54,164 to Rs. 1,39,95,262.

The increase in the number of passengers carried and in the earnings therefrom amounted to 834,046* and Rs. 4,31,938,* respectively. This improvement is ascribed partly to the development of traffic on the Godhra-Rutlam section and partly to conveyance of troops for the Chitral Expedition.

The tonnage of goods carried rose from 2,096,852* to 2,192,964* tons, but the earnings fell from Rs. 1,77,44,520* to Rs. 1,64,43,783,* a decrease of Rs. 13,00,737.*

The noticeable increases and decreases under "General merchandise" were as follows:

Increases.

	Tons.	Rs.
Cotton, raw	41,293	4,60,428
Grain and pulse	18,467	...
Metals	5,003	55,963

* Including the Godhra-Rutlam-Nagda railway, open section, as figures for 1894 were not given separately.

Decreases.

	Tons.	Rs.
Grain and pulse	...	4,47,250
Oil-seeds	93,502	10,81,480
Sugar	17,524	3,45,064

There was an increase of 3,402 tons and Rs. 1,07,204 in "Coal," chiefly for the locomotive department.

The principal fluctuations in working expenses were increases of Rs. 63,932 and Rs. 26,656 under "Maintenance of way, works and stations," and "Locomotive expenses," respectively. The increase under the former was due to expenditure on painting the Jumna bridge at Agra, and to heavier outlay on new minor works, and that under the latter mainly to heavier repairs of engines.

Pálanpur-Deesa Railway (metre gauge).

25. The gross earnings increased from Rs. 37,544 to Rs. 38,182, and the working expenses from Rs. 14,399 to Rs. 15,337; the net earnings thus fell from Rs. 23,145 to Rs. 22,845.

The number of passengers carried increased from 97,462 to 110,024, and the earnings from Rs. 17,791 to Rs. 19,505. This is due to the development of third class passenger traffic, both first and second class having fallen below 1894.

The tonnage of goods carried and the earnings fell from 22,157 to 18,458 tons, and from Rs. 17,538 to Rs. 16,134, respectively. This was chiefly due to the decrease in "Railway materials for construction" from 4,759 tons and Rs. 1,356 to 551 tons and Rs. 129. Under "General merchandise" there was an increase of 3,381 tons and Rs. 2,402 in "Grain and pulse," and a decrease of 2,606 tons and Rs. 1,527 in "Oil-seeds."

The line is worked by the Bombay, Baroda and Central India Railway Company at the same percentage on the gross earnings as prevails on the Rajputana-Malwa railway.

Southern Mahratta Railway system (metre gauge).

26. The gross earnings increased from Rs. 79,87,447 to Rs. 88,38,028, or by Rs. 8,50,581, and as the working expenses were more by Rs. 47,274, the net earnings showed an improvement of Rs. 8,03,307, having risen from Rs. 27,37,595 to Rs. 35,40,902.

The increase in the number of passengers carried and in the earnings therefrom amounted to 679,217 and Rs. 2,75,438, respectively. This improvement may be ascribed to the diversion of traffic caused by the breaches on the south-east section of the Great Indian Peninsula railway, and to the running of extra troop specials and a general development of passenger traffic.

The tonnage of goods carried rose from 925,831 tons to 933,685 tons, and the earnings from Rs. 45,50,018 to Rs. 49,99,717.

The noticeable increases under "General merchandise" occurred in the traffic in "Grain and pulse," "Metals," "Provisions" and "Salt," the increases in the quantity carried and in the earnings being 28,297 tons and Rs. 3,14,693, 2,915 tons and Rs. 54,445, 8,556 tons and Rs. 68,615, and 5,021 tons and Rs. 51,055, respectively. The increase in "Grain and pulse" was due to heavy bookings, chiefly in rice from Bezwada to the Mysore frontier, and of wheat to Bombay *viá* Hotgi and the Portuguese frontier. The increase in "Metals" was due to consignments of pipes from Bombay to Bangalore for the waterworks under construction. The increase in "Provisions" was due to heavy bookings from Bellary, Bangalore City, Hubli, Poona and *viá* the Portuguese frontier. The increase in "Salt" was due to heavy bookings from the Portuguese frontier and *viá* Poona to the Mysore line, and to Hubli, Bellary and other stations.

There was an increase under "Coal for the public and foreign railways" of 18,411 tons and Rs. 87,993, due to heavy consignments booked from Bezwada to Dharmavaram and Goribidnur for the South Indian railway and Messrs. Arbuthnot and Company.

The decrease of 8,330 tons and Rs. 43,432 under "Wood and patent fuel" was due to the more extensive use of Singareni coal over the whole line in place of wood fuel. This explains the increase of Rs. 48,827 noticeable under "Coal for locomotive department."

The fluctuations in the working expenses were a decrease of Rs. 74,647 under "Maintenance of way, works and stations" and increases of Rs. 24,404, Rs. 43,922, Rs. 29,240 and Rs. 23,458, under "Locomotive expenses," "Carriage and wagon expenses," "Traffic expenses," and "Special and miscellaneous expenditure," respectively. The decrease under "Maintenance of way, works and stations" was principally due to the special renewals of sleepers having been less extensive in 1895 than those in 1894. The increase under "Locomotive expenses" was mainly due to increase in the train-mileage run, and to heavy repairs executed to locomotive engines. The increase under "Carriage and wagon expenses" was due to a larger number of carriages and wagons having undergone heavy repairs, and to a greater number of goods vehicles having been fitted with Jones' patent buffers. The increase under "Traffic expenses" was due to extra establishment employed on account of extra night trains and increased traffic, to the introduction of mileage allowance to guards and brakesmen, in lieu of bhatta and overtime, to increase in the issue rate of cocoanut and kerosine oils and to heavy repairs executed to lamps. The increase under "Special and miscellaneous expenditure" was due to the adjustment with the East Coast railway, for the first time, of charges for toll on the Kistna bridge traffic.

South Indian, including the Pondicherry Railway (metre gauge).

27. The gross earnings amounted to Rs. 89,65,275 as compared with Rs. 80,74,517 in 1894, and as the working expenses increased by Rs. 2,67,739 only, the net earnings showed an increase of Rs. 6,23,019, having risen from Rs. 33,10,987 to Rs. 39,34,006.

The number of passengers carried increased by 779,441 and the earnings therefrom by Rs. 3,61,360, due to the general development of traffic.

In goods there was a decrease of 52,220 tons, and an increase of Rs. 5,31,331 in the earnings. The decrease under tonnage was due to less revenue stores having been carried, and the increase under earnings to improvements in the traffic in "Dyes and tans," "Grain and pulse," "Hides and skins," "Metals," "Oils," "Salt," Stone and lime" and "Timber."

The increases in the working expenses were chiefly under "Maintenance of way, works and stations," and "Locomotive expenses," due to expenditure in connection with the lowering of the line on to a causeway in one of the portions damaged by floods in 1893, renewing with wooden cross sleepers the longitudinal timbers on certain girder bridges, and to the enhanced cost of fuel.

Mâyavaram-Mutupet Railway (metre gauge).

28. As the line was only opened for nine months in 1894, no useful comparisons can be made between the earnings and expenditure for that year and for 1895. It is, however, to be noted that the passenger traffic shows a tendency to increase, but that the goods traffic has remained stationary.

Assam-Bengal Railway (metre gauge).

29. No portion of this railway having been open for traffic in the previous year, no comparison can be made with the results of that period. On the 31st December 1895, the open section consisted of a portion of the main line from Chittagong to Comilla, the Chittagong Port line, and the branch from Láksám to Chandpur, a total length of 129·61 miles. Of this, the section from Chittagong to Feni, 56·90 miles, was opened for traffic of all descriptions on the 1st July, the sections from Feni to Comilla and from Láksám to Chandpur, 70·71 miles, for goods traffic on the 1st July and for passenger traffic on the 15th September 1895, and the Port line, 2 miles, for goods traffic from the 3rd November 1895.

The gross earnings for the 2nd-half of 1895 amounted to Rs. 2,14,426 and the working expenses to Rs. 2,22,473, showing a loss of Rs. 8,047.

The number of passengers carried was 173,760, and the earnings from coaching traffic Rs. 92,374.

The weight of goods lifted (including construction materials, coal and revenue stores) was 291,151½ tons, and the earnings therefrom amounted to Rs. 1,15,506. The goods earnings were chiefly derived from the carriage of railway material and from ballast trains run on construction account, the quantity of goods for the public having been small.

Burma (state) Railway system (metre gauge).

30. There was an increase of 30·43 miles in the mean mileage worked during the year, due to the opening to traffic of the section from Nankan to Mohnyin and the branch from Nahakaung to Katha from the 21st October 1895.

The gross earnings increased from Rs. 62,87,354 to Rs. 67,11,062, or by Rs. 4,23,708, and as the working expenses increased by Rs. 44,680 only, or from Rs. 39,64,026 to Rs. 40,08,706, the net earnings showed an improvement of Rs. 3,79,028, having risen from Rs. 23,23,328 to Rs. 27,02,356.

The increase in the number of passengers carried and in the earnings therefrom amounted to 247,437 and Rs. 2,28,460, respectively. This improvement may be ascribed to the increased mean mileage worked, and to a good harvest throughout the province which induced the agricultural classes to travel by railway.

The tonnage of goods carried rose from 797,283 to 923,865 tons, and the earnings from Rs. 28,13,488 to Rs. 30,93,930. The noticeable increases under "General merchandise" occurred under "Paddy," "Grain and pulse," "Oils," "Provisions," and "Timber." The improvement under Paddy amounted to Rs. 1,01,231, and was mainly due to a long distance traffic in that commodity having sprung up during the year from stations in the Kyauksé district. It was also influenced by a favourable season and the higher rates prevailing in Rangoon, owing to the absence or failure of combinations to restrict prices. The improvement in "Grain and pulse" and in "Provisions" may be ascribed to the increase in the mean mileage worked and to the development of traffic; and that under "Timber" was due to a re-adjustment of rates which had the effect of attracting more traffic and to an increased demand for sleepers for export.

The principal fluctuations in the working expenses were decreases of Rs. 80,812 and Rs. 45,887 under "Maintenance of way, works and stations," and "Carriage and wagon expenses," respectively, and increases of Rs. 1,52,104 and Rs. 12,389 under "Locomotive expenses" and "General charges," respectively. The decrease under "Maintenance of way, works and stations" was principally due to reduction of wages of gangs and to relaying having been carried on to a smaller extent than in the previous year. The decrease under "Carriage and wagon expenses" was chiefly due to less repairs to coaching vehicles, to reduction of wages of staff and to economy in oil consumption. The increase under "Locomotive expenses" was due to the opening of an additional length of line, and to heavier repairs to engines. The increase under "General charges" was mainly due to the wages of all durwans having been charged under this abstract, while in the previous year the charge was debited against the abstracts of the several departments in which the men were employed.

Deoghur Railway (metre gauge).

31. The gross earnings increased from Rs. 29,425 in 1894 to Rs. 33,611, or by Rs. 4,186, and as the working expenses were less by Rs. 1,463, the net earnings showed an improvement of Rs. 5,649, having increased from Rs. 9,659 to Rs. 15,308.

The increase in the number of passengers carried and the earnings therefrom amounted to 38,421 and Rs. 3,717, respectively.

The tonnage of goods carried rose from 11,643 tons to 12,729 tons, and the earnings from Rs. 3,407 to Rs. 3,808.

The principal fluctuations in the working expenses were decreases of Rs. 627 and Rs. 767 under "Locomotive expenses" and "Carriage and wagon expenses," respectively.

Rohilkund and Kumaon Railway system (metre gauge.)

32. There was a small increase of 2·94 miles in the mean mileage worked, due to the Dudhwa branch being open for a longer period during the year 1895.

The gross earnings showed a decrease of Rs. 2,01,145, being Rs. 12,30,438 against Rs. 14,31,583, due mainly to the traffic of the Oudh and Rohilkhand (state) railway having been diverted to this line in 1894 owing to a break on that line near Shâhjahânpur. The working expenses showed a decrease of Rs. 56,314, due partly to smaller renewal of sleepers and partly to decreased traffic. The net earnings amounted to Rs. 4,67,663 against Rs. 6,12,494, showing a decrease of Rs. 1,44,831.

There was a decrease of 34,375 in the number of passengers carried, and an increase of Rs. 4,370 in the earnings.

The goods traffic showed a decrease of 73,382 tons in the quantity carried, and of Rs. 1,79,927 in the earnings. The decrease was chiefly due to a falling off of 27,994 tons and Rs. 94,438 under "Grain and pulse," for the reason above noted, 46,582 tons and Rs. 53,883 under "Stone and lime," owing to the demand for ballast having ceased, and 21,988 tons and Rs. 55,981 under "Sugar," owing to a poor crop.

In the working expenses, the only noticeable fluctuation was a decrease of Rs. 49,865 under "Maintenance of way, works and stations," due mainly to less renewal of sleepers.

Bengal Dooars Railway (metre gauge).

33. The entire length of this line was opened for both passenger and goods traffic from the 16th June 1894 and only a portion prior to that date.

The gross earnings increased from Rs. 2,05,286 to Rs. 2,53,537 or by Rs. 48,251, and as the working expenses were more by Rs. 25,084, having risen from Rs. 1,00,995 to Rs. 1,26,079, the net earnings showed an improvement of Rs. 23,167, having risen from Rs. 1,04,291 to Rs. 1,27,458.

The increase in the number of passengers carried and the earnings therefrom amounted to 63,407 and Rs. 11,258, respectively. This improvement is attributed to the line having been opened for passenger traffic throughout the year.

The tonnage of goods showed a decrease of 24,278 tons, and the earnings therefrom an increase of Rs. 28,090. The decrease in the tonnage was wholly under "Railway materials for construction." The noticeable increases under "General merchandise" occurred under "Grain and pulse" of 2,574 tons and Rs. 11,212, under "Metals" of 539 tons and Rs. 4,201, and under "Tea" of 1,245 tons and Rs. 8,205.

The principal fluctuations in the working expenses were increases of Rs. 14,046, Rs. 5,745 and Rs. 8,287 under "Maintenance of way, works and stations," "General charges" and "Steam boat service," respectively, and a decrease of Rs. 6,573 under "Locomotive expenses."

Dibru-Sadiya Railway (metre gauge).

34. The gross earnings increased from Rs. 5,31,645 to Rs. 6,01,142 or by Rs. 69,497, and as the working expenses decreased from Rs. 3,35,913 to Rs. 3,31,599 or by Rs. 4,314, the net earnings showed an improvement of Rs. 73,811, having risen from Rs. 1,95,732 to Rs. 2,69,543.

The number of passengers carried was 204,053 against 173,494, and the earnings therefrom Rs. 1,05,798 against Rs. 89,539. The increase in the number of 30,559 and in earnings of Rs. 16,259 was to some extent due to the Assam-Burma Connection railway survey party, Tea gardens and Colliery company's coolies, but mainly to the general development of passenger traffic.

The tonnage of goods carried increased from 202,986 tons to 206,490 tons, and the earnings from Rs. 4,01,828 to Rs. 4,49,935, giving an increase

in tons of 3,504, and in earnings of Rs. 48,107. The noticeable increases under "General merchandise" occurred under "Grain and pulse," "Metals," "Tea" and "Timber." The increase under "Grain and pulse" was due to an increased demand for rice by the Tea gardens and the Colliery company, under "Metals" to heavy machinery for the Petroleum company and Tea gardens, under "Tea" to the development of the tea industry in the district, and under "Timber" to the increased demand for timber for the Margherita saw mills.

The principal fluctuations in the working expenses were increases of Rs. 7,839, Rs. 1,616, and Rs. 4,314, under "Maintenance of way, works and stations", "Locomotive expenses" and "Traffic expenses," respectively; and decreases of Rs. 14,300 and Rs. 3,591, under "Carriage and wagon expenses," and "General charges," respectively. The increase under "Maintenance of way, works and stations" was due to the raising of the water tank tower at the workshop according to Government standard height, replacing 41¼ lb. rails by 50 lb., and to the appointment of a European permanent-way inspector. The increase under "Locomotive expenses" was due to greater consumption of fuel on account of increased engine mileage and to heavier repairs to engines. The increased expenditure under "Traffic expenses" was mainly due to increments to the salaries of the Traffic Superintendent and his staff, as also to the cost of a hot press, types, etc., purchased for the printing press. The decrease under "Carriage and wagon expenses" was chiefly due to less repairs done to vehicles. In 1894, excessive repairs were done to the stock on account of replacement of axles, etc. The decrease under "General charges" was due to a write-back of deputation expenses charged in 1894 to a part of the Acting Agent and General Manager's salary being charged to locomotive and carriage and wagon expenses, and to the post of assistant store-keeper having been abolished.

Gaekwar's Mehsána Railway (metre gauge).

35. The gross earnings decreased from Rs. 3,79,972 to Rs. 3,38,445, or by Rs. 41,527, and as the working expenses were less by Rs. 7,580, the decrease in the net earnings amounted to Rs. 33,947, having fallen from Rs. 2,36,387 to Rs. 2,02,440.

There was an increase of 48,222 in the number of passengers carried, and Rs. 11,011 in the earnings therefrom, due to the development of the third class traffic.

The tonnage of goods carried fell from 162,979 to 124,422, and the earnings from Rs. 2,14,766 to Rs. 1,58,429.

The noticeable decreases under "General merchandise" were in "Grain and pulse" 18,810 tons and Rs. 25,691, and "Salt," 21,406 tons and Rs. 29,015, due to the traffic for Central India having been diverted to the Godhra-Rutlam-Nagda railway.

The decrease in the working expenses was due to the decrease in the varying percentage of expenses to the gross earnings at which the line is worked by the Bombay, Baroda and Central India Railway Company.

Jodhpore-Bickaneer Railway (metre gauge).

36. On the Jodhpore section, the gross earnings decreased from Rs. 10,81,156 to Rs. 9,74,738, whereas on the Bickaneer section, they increased from Rs. 80,273 to Rs. 86,538. The working expenses on the Jodhpore section were less by Rs. 6,291 and the net earnings by Rs. 1,00,127. On the Bickaneer section, the working expenses showed an increase of Rs. 1,616 and the net earnings of Rs. 4,649.

The increase in the number of passengers carried and the earnings therefrom amounted to 75,849 and Rs. 43,938 on the Jodhpore section, and to 5,941 and Rs. 2,360 on the Bickaneer section, due to a steady development of the passenger traffic.

The goods traffic showed a decrease of 17,271 tons and Rs. 1,56,770 on the Jodhpore section, chiefly under salt traffic; whereas on the Bickaneer section it rose by 1,793 tons and Rs. 3,121 in earnings, chiefly in the "Grain and pulse" traffic on account of the famine in Bickaneer.

The principal fluctuations under "General merchandise" on the Jodhpore section were increases of 4,441 tons and Rs. 20,921 under "Grain and pulse," and decreases of 24,612 tons and Rs. 169,172 under "Salt" and of 1,239 tons and Rs. 14,772 under "Sugar." On the Bickaneer section, there were increases of 328 tons and Rs. 1,133 under "Grain and pulse" and of 2,207 tons and Rs. 3,658 under "Stone and lime."

On the Jodhpore section, the principal fluctuations in the working expenses were an increase of Rs. 11,201 under "Maintenance of way, works and stations," due to larger renewals of rails during the first-half of the year, and a decrease of Rs. 38,235 under "Locomotive expenses," which occurred chiefly under fuel and repairs of engines, due to less train-miles having been run. The "Carriage and wagon expenses" rose by Rs. 26,426. There were no important variations on the Bickaneer section.

Oodeypore-Chitor Railway (metre gauge).

37. This line, 60·31 miles in length, was opened on the 1st August 1895; the mean length worked was therefore 25·28 miles.

The gross earnings amounted to Rs. 54,702, the working expenses to Rs. 35,924 and the net earnings to Rs. 18,778.

The number of passengers carried was 82,167, and the earnings therefrom were Rs. 39,509.

The tonnage of goods carried and the earnings therefrom amounted to 5,337 tons and Rs. 11,885, respectively.

With the exception of "Maintenance of way, works and stations," Rs. 12,515, the working expenses are calculated at the percentage on gross earnings which obtains on the Rajputana-Malwa railway, with the addition of 5 per cent. on gross earnings charged under "Special and miscellaneous" for hire of rolling-stock.

Bhávnagar-Gondal-Junágarh-Porbandar Railway system (metre gauge).

38. There was a slight decrease of 0·52 mile in the mean mileage worked, due to the mileage of the Oojet diversion having been erroneously included last year.

The gross earnings increased from Rs. 19,95,843 to Rs. 21,26,391, or by Rs. 1,30,548, and as the working expenses were more by Rs. 84,369, the net earnings showed an improvement of Rs. 46,179, having risen from Rs. 8,52,487 to Rs. 8,98,666.

The increase in the number of passengers carried and in the earnings therefrom amounted to 77,894 and Rs. 37,145, respectively. This improvement may be ascribed to the general development of passenger traffic under the second and third classes.

The tonnage of goods carried rose from 2,41,229 tons to 253,729 tons, and the earnings from Rs. 8,88,872 to Rs. 9,82,738.

The principal variations under "General merchandise" occurred under "Cotton, raw," "Grain and pulse," Oil-seeds," "Provisions" and "Timber." The increase under "Cotton, raw," was due to a much improved crop throughout the States, and the decrease under "Grain and pulse" was due to smaller imports on account of improved local production. The heavy increase under "Oil-seeds" was due to heavy exports to Bombay by sea in the first-half of the year; while in the second-half a large quantity of til-seed was carried from the Bombay,

Baroda and Central India railway, and castor-seed from the Porbandar and Verával sections to other sections of the line. The increase under "Provisions" was due to an exceptionally good production of mangoes throughout the States. The increase under "Timber" was due to the opening of timber depôts at the principal stations on the line, and also to greater demand for building purposes.

The principal fluctuations under working expenses were increases under "Maintenance of way, works and stations," Rs. 14,380, "Locomotive expenses," Rs. 21,303, and "Special and miscellaneous expenditure," Rs. 36,886. The increase under "Maintenance of way, works and stations" was chiefly due to a portion of the cost of restoration of the Oojet bridge, on the Junágarh division, having been debited to "Bridges and tunnels," under "Locomotive expenses," to a larger quantity of coal having been consumed and to a higher rate paid for coal, and under "Special and miscellaneous expenditure," to a write-back of Rs. 36,823, in the first-half of 1894, on account of contribution to the "Leave and police pension allowance fund" on the closing of that fund, as also for compensation paid for cotton destroyed by fire at Gondal station.

STATEMENT No. 31.

Summary of the principal commodities carried and the earnings therefrom on the standard and metre gauge railways during the year 1895, as compared with the previous year (details given in Appendix I).

Classification No.	Description of commodity.	Quantity.		Earnings.		Quantity.		Earnings.		Classification No.
		Previous year.	1895.	Previous year.	1895.	Increase.	Decrease.	Increase.	Decrease.	
		Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	
I	Coal and coke carried for the public and foreign railways	3,803,666	4,416,776	1,08,59,423	1,28,84,420	613,110	...	20,24,997	...	I
II	Cotton, raw	578,647	738,500	87,40,478	1,06,68,687	159,653	...	19,28,209	...	II
III	Cotton, manufactured	429,006	453,414	79,57,506	76,90,620	24,408	...	...	2,66,886	III
IV	Drugs and chemicals	67,500	57,195	9,61,964	8,16,020	...	10,305	...	1,45,944	IV
V	Dyes and tans	231,036	231,173	26,64,593	26,16,135	137	...	...	48,458	V
VI	Grain and pulse	5,994,364	6,140,643	3,75,02,353	3,77,99,631	146,279	...	2,97,278	...	VI
VII	Hides and skins	169,777	185,201	19,24,421	23,49,093	24,424	...	4,24,672	...	VII
VIII	Horns	9,919	16,751	87,931	1,37,519	6,832	...	49,538	...	VIII
IX	Jute	728,215	1,179,833	60,53,492	68,65,855	451,618	...	8,12,363	...	IX
X	Lac	30,156	40,448	3,52,540	4,58,813	10,292	...	1,06,273	...	X
XI	Leather, manufactured	12,584	14,043	2,30,849	2,62,503	1,459	...	31,654	...	XI
XII	Liquors	78,569	82,541	9,00,726	9,92,204	3,972	...	82,478	...	XII
XIII	Metals	359,119	437,434	43,14,513	46,67,026	78,315	...	3,52,513	...	XIII
XIV	Oils	352,575	385,885	29,59,361	30,24,500	33,310	...	65,139	...	XIV
XV	Oil-seeds	2,332,434	1,779,348	1,81,31,090	1,20,64,994	...	553,086	...	60,66,096	XV
XVI	Opium	17,071	21,923	4,59,540	4,54,159	4,852	...	...	5,381	XVI
XVII	Paper and paste-board	22,931	30,118	3,48,920	3,86,880	7,187	...	37,960	...	XVII
XVIII	Provisions	608,348	677,425	53,56,595	64,87,460	69,082	...	6,30,865	...	XVIII
XIX	Railway plant and rolling-stock carried for the public and foreign railways	300,079	283,025	17,65,277	13,92,131	...	17,054	...	3,73,146	XIX
XX	Salt	1,443,064	1,444,345	86,79,552	85,86,833	1,281	...	...	92,719	XX
XXI	Saltpetre, etc.	82,750	84,045	6,56,602	6,73,147	1,295	...	16,545	...	XXI
XXII	Silk, raw	3,023	3,143	64,133	69,474	120	...	5,341	...	XXII
XXIII	Silk, piece-goods	859	900	26,411	26,306	41	...	...	106	XXIII
XXIV	Spices	223,041	239,750	25,18,485	23,04,210	16,709	...	...	2,14,275	XXIV
XXV	Stone and lime	694,929	823,039	16,40,182	18,69,055	128,110	...	2,28,873	...	XXV
XXVI	Sugar	1,220,189	1,075,073	81,36,023	74,49,736	...	145,116	...	6,86,287	XXVI
XXVII	Tea	58,892	88,505	10,33,875	10,81,378	29,613	...	47,503	...	XXVII
XXVIII	Timber	663,687	813,450	25,43,807	29,37,374	149,763	...	3,93,567	...	XXVIII
XXIX	Tobacco	187,177	178,542	17,17,603	15,24,949	...	8,635	...	1,92,654	XXIX
XXX	Wool, raw	38,483	36,525	9,67,259	8,43,550	...	1,958	...	1,23,709	XXX
XXXI	Wool, manufactured	9,718	9,928	2,01,209	1,95,694	210	...	...	5,515	XXXI
XXXII	All other articles of merchandise	1,746,647	1,915,935	1,19,58,875	1,28,21,064	169,288	...	8,62,189	...	XXXII
	TOTAL	22,489,650	23,884,856	15,22,24,638	15,24,01,419	1,395,206	...	1,76,781	...	

STATEMENT No. 32.

Mileage of railways open for traffic on the 31st December 1895, and the mean mileage worked during the year.

Serial No.	RAILWAY.	MILEAGE OPEN (HOME LINE ONLY). Laid with two or more tracks.	Laid with single track.	Total.	Total length of sidings.	Total length of single track, including sidings.	Mean mileage worked, including foreign lines worked over.	REMARKS.
		Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	
	STANDARD GAUGE.							
	State lines worked by companies.							
I	EAST INDIAN	474·26	1,225·93	1,700·19	444·08	2,018·53	1,721·31 (a)	(a) Including 24·99 miles of the Eastern Bengal (state) railway and 1·00 mile of the Rajputana-Malwa railway worked over.
II	BENGAL-NÁGPUR	...	860·88	860·88	98·23	959·11	862·33 (a') (b)	(a') Including 0·80 miles of the East Indian railway and 0·25 mile of the Great Indian Peninsula railway worked over.
III	INDIAN MIDLAND	...	679·12	679·12	85·76	764·88	819·21	(b) Including IV, XXXIII, XXXIV, and XXXV: also 2·60 miles of the Rajputana-Malwa railway, 1·00 mile of the Oudh and Rohilkhand (state) railway, 15·50 miles of the East Indian railway and 0·13 mile of the Great Indian Peninsula railway worked over.
IV	BHOPAL-ITÁRSI (BRITISH SECTION)	...	13·11	13·11	3·01	16·12	(c) (13·11)	(c) Included with III.
V	GODHRA-RUTLAM-NAGDA	...	115·33	115·33	13·35	128·68	115·22	(d) Included with XXIV.
VI	WARDHA COAL	...	44·88	44·88	5·04	50·92	(d) (44·88)	
VII	DHOND-MANMÁD	...	145·44	145·44	14·24	159·68	(d) (145·44)	
VIII	EAST COAST (STATE) (BEZWADA EXTENSION)	...	20·58	20·58	0·96	21·54	(e) (20·58)	(e) Included with XXXVI.
	TOTAL	474·26	3,105·27	3,579·53	665·67	4,719·46	3,518·07	
	State lines worked by the State.							
XII	NORTH WESTERN (STATE)	41·25	2,435·98	(f) 2,477·23	(g) 572·36	3,000·59	(h) 2,469·63	(f) Excluding portion of the old Quetta loop (9·57 miles) which is under reconstruction on a new alignment, but including 0·13 miles (Mean lines chords and Peroseputre easement to Hyderabad) used for military traffic only.
XIII	HYDERABAD-SHADIPALLI	...	58·91	58·91	4·22	63·13	58·91	(g) Excluding the sidings of the old Quetta loop (10·35 miles) —*vide* remark (f).
XIV	OUDH AND ROHILKHAND (STATE)	...	797·18	797·18	118·46	915·64	797·18	(h) Including XLI; also 13 miles of the East Indian railway, but excluding 0·13 miles used for military traffic only,—*vide* remark (f).
XV	EASTERN BENGAL (STATE)	55·43	193·74	249·22	105·62	410·32	248·78	
XVI	BENGAL CENTRAL	...	125·01	125·01	20·74	145·75	125·01	
XVII	CALCUTTA PORT COMMISSIONERS'	...	8·53	8·53	21·11	29·64	8·53	
XVIII	EAST COAST (STATE)	...	(i) 426·89	(f) 426·89	59·82	486·71	395·88	(i) Including 2·99 miles of metre gauge line.
	TOTAL	96·68	4,046·24	4,142·97	902·08	5,141·78	4,103·91	
	Lines worked by guaranteed companies.							
XXIV	GREAT INDIAN PENINSULA	461·92	825·01	1,286·93	251·06	1,999·91	(k) 1,496·23	(j) Excluding 1·46 miles of metre gauge sidings.
XXV	BOMBAY, BARODA AND CENTRAL INDIA	70·89	390·01	460·90	109·40	641·19	460·90	(k) Including VI, VII, XXXI and XXXII.
XXVI	MADRAS	42·41	796·81	839·22	137·16	1,018·79	(l) 849·22	(l) Including XXXVIII.
	TOTAL	575·22	2,011·83	2,587·05	497·62	3,659·89	2,806·35	
	Assisted companies.							
XXVII	DELHI-UMBALLA-KALKA	...	161·40	161·40	17·33	178·73	161·40	
XXVIII	TANKESSUR	...	22·23	22·23	2·93	25·16	22·23	
	TOTAL	...	183·63	183·63	20·26	203·89	183·63	
	Lines owned by native states and worked by companies.							
XXXI	KHÁNDESH	...	7·55	7·55	0·87	8·42	(d) (7·55)	
XXXII	AMRÁOTI	...	5·44	5·44	0·65	6·09	(d) (5·44)	
XXXIII	BÍNA-GOONA	...	72·18	72·18	5·31	77·49	(c) (48·45)	(m) Including 2·18 miles (Trimulgherry branch) used for military traffic only.
XXXIV	BHOPAL-UJJAIN	...	113·52	113·52	5·59	119·11	(c) (15·86)	
XXXV	BHOPAL-ITÁRSI (NATIVE STATE SECTION)	...	44·28	44·28	3·35	52·63	(c) (44·04)	(n) Including VIII; also 3·10 miles worked over twice by each train and 0·50 mile of the East Coast (state) railway worked over, but excluding 2·19 miles used for military traffic only,—*vide* remark (m).
XXXVI	THE NIZAM'S GUARANTEED STATE	...	332·32	332·32	34·51	366·83	(n) 354·70	
XXXVII	THE GAEKWAR'S PETLÁD	...	13·25	13·25	1·77	15·12	13·25	
XXXVIII	KOLAR GOLD-FIELDS	...	10·00	10·00	2·35	12·35	(o) (10·00)	(o) Included with XXVI.
	TOTAL	...	598·64	598·64	59·90	658·54	368·05	

N.B.—The mean mileages shown within brackets are not included in the totals, *vide* remarks in last column.

STATEMENT No. 32—contd.

Mileage of railways open for traffic on the 31st December 1895, and the mean mileage worked during the year—contd.

Serial No.	RAILWAY.	MILEAGE OPEN (HOME LINE ONLY).					Mean mileage worked, including foreign lines worked over.	REMARKS.
		Laid with two or more tracks.	Laid with single track.	Total.	Total length of sidings.	Total length of single track, including sidings.		
		Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	
	Lines owned by native states and worked by state railway agency.							
XL	RÁJPUTA-BHÁVNDA	...	107·94	107·94	14·43	122·37	107·94	
XLI	JAMMU AND KASHMIR (NATIVE STATE SECTION)	...	15·92	15·92	4·59	20·51	(a) (15·92)	(a) Included with XII.
	TOTAL .	...	123·86	123·86	19·02	142·88	107·94	
	TOTAL STANDARD GAUGE .	1,146·21	10,069·47	11,215·68	2,164·55	14,526·44	11,081·95	
	METRE GAUGE.							
	State lines worked by companies.							
XLIII	BENGAL AND NORTH-WESTERN—							
	TIRHOOT SECTION	...	341·80	341·80	51·89	393·69	756·30	
	COMPANY'S SECTION . . .	...	414·50	414·50	44·00	458·50		
XLIV	ROHILKUND AND KUMAON (LUCKNOW-BAREILLY SECTION) . . .	...	231·17	231·17	27·76	258·93	(b)(215·20)	(b) Included with LVIII.
XLV	RAJPUTANA-MALWA	1·14	1,672·80	1,673·94	(c)247·58	1,921·86	1,673·94	(c) Including 3·07 miles of main line laid on the standard gauge.
XLVI	PÍLANPUR-DEESA	...	17·28	17·28	0·85	18·13	17·28	
XLVII	SOUTHERN MAHRATTA . . .	...	1,042·04	1,042·04	107·25	1,149·29	(d)1,556·20	(d) Including XLVIII, XLIX, L, LXIV, LXV and LXVII, also 2·00 miles of the East Coast (state) railway worked over.
XLVIII	GUNTAKAL-MYSORE FRONTIER . .	...	119·50	119·50	9·22	128·72	(e)(119·50)	(e) Included with XLVII.
XLIX	SOUTHERN MAHRATTA (MYSORE SECTION)	...	296·00	296·00	27·62	323·62	(e)(296·00)	
L	SOUTH INDIAN	...	1,041·59	1,041·59	131·63	1,173·22	(f)1,040·39	(f) Including LXXV.
LI	MÁYAVARAM-MUTUPET . . .	...	53·99	53·99	5·40	59·39	53·99	
LII	ASSAM-BENGAL (g)	...	129·61	129·61	20·00	149·61	64·65	(g) Opened to traffic from the 1st July 1896.
	TOTAL . . .	1·14	5,360·28	5,361·42	672·90	6,035·46	5,171·75	
	State lines worked by the State.							
LIII	EASTERN BENGAL (STATE)—							
	NORTHERN AND BEHAR SECTIONS (including the Kaunia-Dharla, 2' 6" gauge, branch) . . .	...	478·51	478·51	74·44	552·95	478·52	
	DACCA SECTION	...	85·92	85·92	13·91	99·83	85·92	
LIV	BURMA (STATE)	9·00	825·20	834·20	129·63	972·83	762·91	
	TOTAL . . .	9·00	1,389·63	1,398·63	217·98	1,625·61	1,327·35	

N. B.—The mean mileages shown within brackets are not included in the totals, vide remarks in last column.

STATEMENT No. 32—*concld.*

Mileage of railways open for traffic on the 31st December 1895, and the mean mileage worked during the year—concld.

Serial No.	RAILWAY.	MILEAGE OPEN (HOME LINE ONLY).					Mean mileage worked, including foreign lines worked over.	REMARKS.
		Laid with two or more tracks.	Laid with single track.	Total.	Total length of sidings.	Total length of single track, including sidings.		
	Assisted companies.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	
LVII	DEOGHUR	...	4·79	4·79	0·62	5·41	4·79	
LVIII	ROHILKUND AND KUMAON (COMPANY'S SECTION)	...	53·92	53·92	4·59	58·51	(a) 231·82	(a) Including XLIV; also 12 miles of the Lucknow-Bareilly section worked over.
LIX	BENGAL DOOARS	...	36·40	36·40	7·23	43·63	36·40	
LX	DIBRU-SADIYA	...	77·50	77·50	9·66	87·16	77·50	
	TOTAL	...	172·61	172·61	22·10	194·71	409·51	
	Lines owned by native states and worked by companies.							
LXIII	THE GAEKWAR'S MEHSÁNA	...	92·63	92·63	11·64	104·27	92·63	
LXIV	KOLHÁPUR	...	29·07	29·07	1·70	30·77	(b) (29·07)	(b) Included with XLVII.
LXV	YEVANTEPUR-MYSORE FRONTIER	...	51·35	51·35	3·67	55·02	(b) (51·35)	
LXVI	MYSORE-NANJANGÚD	...	15·25	15·25	1·09	16·34	(b) (15·25)	
	TOTAL	...	188·30	188·30	18·10	206·40	92·63	
	Lines owned and worked by native states.							
LXVII	JODHPORE-BICKANEER—							
	JODHPORE SECTION	...	320·50	320·50	9·50	330·00	320·50	
	BICKANEER SECTION	...	43·50	43·50	1·00	44·50	43·50	
LXVIII	OODEYPORE-CHITOR	...	60·31	60·31	2·68	63·19	25·28	
LXIX	BHÁVNAGAR-GONDAL-JUNÁGARH-PORBANDAR (c)	...	333·46	333·46	41·09	374·55	379·69	(c) Including 4·60 miles of state mileage in dock estates and quarry lines constructed and maintained by the states themselves, also LXX only in the case of mean mileage worked.
LXX	JETALSAR-RÁJKOT	...	46·23	46·23	3·20	49·43	(d) (46·23)	(d) Included with LXIX.
	TOTAL	...	804·00	804·00	57·67	861·67	768·97	
	Foreign lines.							
LXXIV	WEST OF INDIA PORTUGUESE	...	51·00	51·00	11·85	62·85	51·00	
LXXV	PONDICHERRY	...	7·80	7·80	1·82	9·62	(e) (7·80)	(e) Included with L.
	TOTAL	...	58·80	58·80	13·67	72·47	51·00	
	TOTAL METRE GAUGE	10·14	7,973·62	7,983·76	1,002·42	8,986·32	7,812·21	
	SPECIAL GAUGES.							
	State line worked by the State.							
LXXVII	JORHÁT (2′ 0″)	...	28·00	28·00	1·80	29·80	26·64	
	Assisted company.							
LXXVIII	DARJEELING-HIMALAYAN (2′ 0″)	...	51·00	51·00	3·00	54·00	51·00	
	Line owned by native state and worked by company.							
LXXX	THE GAEKWAR'S DABHOI (2′ 6″)	...	71·66	71·66	4·98	76·64	71·66	
	Line owned by native state and worked by state railway agency.							
LXXXII	COOCH BEHAR (2′ 6″)	...	22·12	22·12	1·09	23·21	22·12	
	Line owned and worked by native state.							
LXXXIII	MORVI (2′ 6″)	...	94·36	94·36	4·00	98·36	94·36	
	TOTAL SPECIAL GAUGES	...	267·14	267·14	14·87	282·01	265·78	
	TOTAL OF ALL RAILWAYS	1,156·35	18,310·23	19,466·58	3,181·84	23,804·77	19,150·94	

N.B.—The mean mileage shown within brackets are not included in the totals, vide remarks in last column.

STATEMENT

Passenger traffic on the standard and metre gauge

Serial No.	RAILWAY.	1ST CLASS.		2ND CLASS.		3RD OR INTERMEDIATE CLASS.	
		Number.	Earnings.	Number.	Earnings.	Number.	Earnings.
	STANDARD GAUGE.		Rs.		Rs.		Rs.
	State lines worked by companies.						
I	EAST INDIAN	61,215	5,71,397	191,824	7,62,689	1,014,824	10,04,978
II	BENGAL-NAGPUR	6,236	38,015	16,161	34,891	41,604	28,371
III	INDIAN MIDLAND (a)	11,439	1,13,900	36,832	1,33,868	409,447	4,83,686
V	GODDRA-RUTLAM-NAGDA	418	1,918	2,019	3,606	2,214	3,278
	TOTAL	79,328	7,23,230	246,336	9,35,056	1,468,089	16,10,313
	State lines worked by the State.						
XII	NORTH WESTERN (STATE) (b)	48,657	3,42,764	151,927	4,18,385	816,937	8,08,476
XIII	HYDERABAD-SHADIPALLI	747	1,407	3,024	2,039	15,825	6,352
XIV	OUDH AND ROHILKHAND (STATE)	22,629	1,17,253	71,339	1,53,472	138,112	1,33,553
XV	EASTERN BENGAL (STATE)	41,289	1,04,577	122,922	1,11,765	698,630	8,04,020
XVI	BENGAL CENTRAL	2,775	5,318	32,370	17,479	112,607	60,767
XVII	CALCUTTA PORT COMMISSIONERS' (c)	...	...	...	...	...	...
XVIII	EAST COAST (STATE)	3,518	20,106	15,236	30,428	...	...
	TOTAL	119,615	5,91,425	396,828	7,33,569	1,781,301	13,13,168
	Lines worked by guaranteed companies.						
XXIV	GREAT INDIAN PENINSULA (d)	97,599	4,73,369	681,598	7,46,068	539,812	2,74,970
XXV	BOMBAY, BARODA AND CENTRAL INDIA	129,893	1,46,276	1,134,824	3,91,918	541,609	3,26,540
XXVI	MADRAS (e)	26,768	2,16,241	117,237	2,66,574	...	...
	TOTAL	254,260	8,41,886	1,933,659	14,04,560	1,081,421	18,01,510
	Assisted companies.						
XXVII	DELHI-UMBALLA-KALKA	8,013	68,044	20,581	73,365	44,377	51,557
XXVIII	TARESSUR	574	547	3,506	1,567	105,292	25,822
	TOTAL	8,587	69,491	24,087	74,932	149,669	77,379
	Lines owned by native states and worked by companies.						
XXXVI	THE NIZAM'S GUARANTEED STATE (f)	7,503	56,846	34,015	68,001	332,471	1,70,367
XXXVII	THE GAEKWAR'S PETLAD	198	152	2,159	861	...	...
	TOTAL	7,701	56,998	37,074	68,862	332,471	1,70,367
	Line owned by native state and worked by state railway agency.						
XL	RAJPURA-BHATINDA	3,620	6,629	5,372	5,351	33,404	14,658
	TOTAL	3,620	6,629	5,372	5,351	33,404	14,658
	TOTAL STANDARD GAUGE	473,211	22,89,661	2,643,356	32,22,310	4,846,445	49,87,395

No. 33.

railways during the year ending the 31st December 1895.

Lowest (3rd or 4th) class.		Total passenger traffic.		*Other coaching traffic, less outstandings irrecoverable.	Total coaching traffic.*	Serial No.	REMARKS.
Number.	Earnings.	Number.	Earnings.				
	Rs.		Rs.	Rs.	Rs.		
15,675,436	1,30,02,146	16,943,299	1,54,31,210	19,52,259	1,73,83,469	I	
2,242,041	12,65,467	2,306,062	13,66,744	1,54,416	15,21,190	II	
1,184,031	10,26,731	1,641,249	17,56,185	3,81,652	21,37,837	III	(a) Including the Bhopal-Itárai, the Bina-Goona and the Bhopal-Ujjain railways.
257,418	1,36,069	202,069	1,44,873	16,414	1,61,287	V	
19,358,926	1,54,30,413	21,152,679	1,86,99,012	25,04,771	2,12,03,783		
12,436,024	77,54,267	13,452,655	93,23,892	21,99,197	1,15,23,089	XII	(b) Including the Jammu and Kashmir railway (Native state section).
294,281	66,352	313,877	76,141	4,079	80,220	XIII	
5,739,961	32,42,232	5,972,041	36,46,510	3,90,584	40,37,094	XIV	
6,164,079	19,17,732	7,026,920	24,38,094	3,24,217	27,62,311	XV	
1,555,466	4,85,878	1,703,303	5,69,442	21,610	5,91,052	XVI	
...	...	...	...	...	...	XVII	(c) There is no passenger traffic on this line.
2,421,029	9,41,821	2,439,783	9,92,365	61,130	10,53,485	XVIII	
28,610,840	1,44,08,282	30,908,584	1,70,46,434	30,00,817	2,00,47,251		
13,481,398	59,48,793	14,800,407	81,49,200	16,50,277	97,99,477	XXIV	(d) Including the Wardha Coal, Dhond Manmád, Khámgaon, and Amráoti railways.
14,248,038	33,10,859	16,054,464	46,75,595	6,67,929	53 43,524	XXV	
9,339,737	36,92,214	9,483,742	41,75,029	6,07,289	47,82,318	XXVI	(e) Including the Kolar Gold-fields railway.
37,069,173	1,29,51,866	40,338,613	1,69,99,824	29,25,495	1,90,25,319		
972,298	5,13,447	1,045,269	707,313	1,70,019	8,77,332	XXVII	
1,084,982	2,52,457	1,194,354	2,80,393	5,240	2,85,633	XXVIII	
2,057,280	7,65,904	2,239,623	9,87,706	1,75,259	11,62,965		
984,852	5,04,589	1,359,741	7,99,809	1,11,500	9,11,303	XXXVI	(f) Including the Berwada extension (East Coast state railway).
277,201	47,311	279,558	48,314	2,113	50,427	XXXVII	
1,262,053	5,51,900	1,639,299	8,48,117	1,13,613	9,61,730		
955,728	3,52,221	998,214	3,78,859	24,459	4,03,318	XL	
955,728	3,52,221	998,214	3,78,859	24,459	4,03,318		
89,314,000	4,44,60,586	97,277,012	5,49,59,952	87,44,414	6,37,04,366		

* See also statements Nos. 26 and 36.

STATEMENT

Passenger traffic on the standard and metre gauge

Serial No.	RAILWAY.	1ST CLASS.		2ND CLASS.		3RD OR INTERMEDIATE CLASS.	
		Number.	Earnings.	Number.	Earnings.	Number.	Earnings.
	METRE GAUGE.		Rs.		Rs.		Rs.
	State lines worked by companies.						
XLIII	BENGAL AND NORTH-WESTERN—						
	TIRHOOT SECTION	16,159	54,760	24,635	44,598	77,724	42,495
	COMPANY'S SECTION						
XLV	RAJPUTANA-MALWA	18,957	1,33,668	76,652	2,17,142	289,601	3,30,278
XLVI	PÁLANPUR-DEESA	690	610	1,535	679	...	...
XLVII	SOUTHERN MARRATTA (a)	13,667	1,16,462	60,761	1,56,742	...	...
L	SOUTH INDIAN (b)	22,146	76,464	229,195	1,79,639	...	...
LI	MÁYAVARAM-MUTUPET	255	434	10,972	3,769	...	...
LII	ASSAM-BENGAL (c)	359	1,805	1,787	2,485	...	...
	TOTAL	77,243	3,83,223	405,517	6,05,054	367,325	3,72,773
	State lines worked by the State.						
LIII	EASTERN BENGAL (STATE)—						
	NORTHERN AND BEHAR SECTIONS (including the Kanhia-Dharlia, 2' 6" gauge, branch)	14,175	64,690	32,525	75,339	191,454	1,31,800
	DACCA SECTION	3,132	4,199	10,870	8,732	79,940	24,317
LIV	BURMA (STATE)	19,980	84,137	236,688	1,88,419	...	...
	TOTAL	37,287	1,53,026	280,083	2,72,490	271,394	1,46,117
	Assisted companies.						
LVII	DEOGHUR	880	425	...	...	...	...
LVIII	ROHILKUND AND KUMAON (COMPANY'S SECTION) (d)	4,412	34,972	14,089	57,028	10,187	3,740
LIX	BENGAL DOOARS	340	1,168	1,548	3,274	589	397
LX	DIBRU-SADIYA	4,322	10,507	2,600	3,842	...	...
	TOTAL	9,924	47,067	18,237	64,144	10,776	9,137
	Line owned by native state and worked by company.						
LXIII	THE GAEKWAR'S MEHSÁNA	276	589	3,573	3,058	...	...
	TOTAL	276	589	3,573	3,058	...	...
	Lines owned and worked by native states.						
LXVII	JODHPORE-BICKANEER—						
	JODHPORE SECTION	1,039	7,716	6,236	13,263	...	...
	BICKANER SECTION	150	623	742	997	...	...
LXVIII	ODEYPORE-CHITOR	145	629	675	1,691	...	...
LXIX	DHÁNGADRA-GONDAL-JUNÁGARH-PORBANDAR (e)	6,404	18,010	47,982	55,906	...	...
	TOTAL	7,738	26,978	55,635	71,847	...	...
	Foreign line.						
LXXIV	WEST OF INDIA PORTUGUESE	1,892	1,881	12,122	4,880	...	...
	TOTAL	1,892	1,881	12,122	4,880	...	...
	TOTAL METRE GAUGE	134,339	6,12,784	775,167	10,21,473	649,495	5,28,027

No. 33—*concld.*

railways during the year ending the 31st December 1895—concld.

Lowest (3rd or 4th) class.		Total passenger traffic.		Other coaching traffic, less outstandings irrecoverable.	Total coaching traffic.*	Serial No.	REMARKS.
Number.	Earnings.	Number.	Earnings.				
	Rs.		Rs.	Rs.	Rs.		
						XLIII	
5,581,116	20,66,558	6,999,634	22,08,411	1,51,513	23,59,924		
10,626,449	59,25,293	11,211,659	66,05,381	8,99,483	75,04,864	XLV	
107,889	18,216	110,024	19,505	2,401	21,906	XLVI	(a) Including the Gudiatal-Mysore frontier, Soubhree Bhubatee (Mysore section), Kolhapur, Yevumpore-Mysore-frontier, and Mysore-Nunjangud railways.
7,256,002	29,62,783	7,335,490	32,36,007	4,03,464	36,39,471	XLVII	
12,268,570	41,81,500	12,510,911	44,27,893	2,44,655	46,82,358	L	
999,736	1,67,606	1,011,063	1,71,500	2,912	1,74,721	LI	
171,684	84,023	178,760	88,313	4,061	92,374	LII	(b) Including the Pondicherry railway.
37,211,326	1,54,05,979	38,061,481	1,67,67,029	17,08,489	1,84,75,518		(c) Opened to traffic from 1st July 1895.
						LIII	
3,245,881	14,71,373	3,484,035	17,33,202	2,08,077	19,41,279		
1,034,908	3,06,591	1,128,850	3,43,740	25,011	3,68,750		
6,536,138	30,99,415	6,792,756	33,71,971	1,76,045	35,48,016	LIV	
10,816,927	48,77,289	11,405,641	54,48,922	4,09,133	58,58,055		
220,516	29,214	221,366	29,639	...	29,639	LVII	
1,009,753	3,77,618	1,038,441	4,78,368	70,170	5,48,538	LVIII	(d) Including the Lucknow-Bareilly section.
146,225	38,157	150,703	43,011	7,398	50,409	LIX	
197,131	91,449	204,053	1,05,798	16,472	1,22,270	LX	
1,575,125	5,36,438	1,614,562	6,56,806	94,040	7,50,846		
667,041	1,60,538	670,890	1,64,185	9,105	1,73,290	LXIII	
667,041	1,60,538	670,890	1,64,185	9,105	1,73,290		
						LXVII	
741,223	4,28,504	748,478	4,59,473	44,673	5,04,146		
82,581	33,308	83,473	34,928	4,264	39,192		
81,347	37,189	82,167	39,509	3,011	42,520	LXVIII	
1,910,164	9,62,846	1,964,550	10,36,762	6,4194	11,00,956	LXIX	(e) Including the Jetalsar-Rajkot railway.
2,815,295	14,71,847	2,878,668	15,70,672	1,16,142	16,86,814		
242,291	53,533	256,305	59,294	7,162	66,456	LXXIV	
242,291	53,533	256,305	59,294	7,162	66,456		
53,328,575	2,25,04,624	54,887,547	2,40,60,908	23,44,071	2,70,10,979		

* See also statements Nos. 26 and 36.

STATEMENT

Goods traffic on the standard and metre gauge railways

Serial No.	RAILWAY.	GENERAL MERCHANDISE.		MILITARY STORES.		RAILWAY MATERIALS FOR CONSTRUCTION (HOME MADE ONLY).		COAL AND COKE FOR THE PUBLIC AND FOREIGN RAILWAYS.	
		Tons.	Earnings.	Tons.	Earnings.	Tons.	Earnings.	Tons.	Earnings.
	STANDARD GAUGE.		Rs.		Rs.		Rs.		Rs.
	State lines worked by companies.								
I	EAST INDIAN. . . .	2,771,207	2,44,98,452	7,185	2,90,449	163,090	77,448	2,553,525	94,40,281
II	BENGAL-NAGPUR . . .	527,811	42,23,771	296	4,307	13,528	16,490	527,648	2,85,097
III	INDIAN MIDLAND (a) . .	353,661	25,31,235	947	14,052	10,830	14,678	2,080	9,183
V	GODHRA-RUTLAM-NAGDA .	207,427	8,46,533	503	5,266	48,217	64,037	105	317
	TOTAL .	3,859,506	3,20,99,993	8,931	3,14,073	235,165	1,72,643	3,083,358	97,34,878
	State lines worked by the State.								
XII	NORTH WESTERN (STATE) (b)	2,330,441	1,93,06,107	47,112	8,91,606	1,092,924	5,05,661	21,653	55,306
XIII	HYDERABAD-SHADIPALLI .	35,718	75,645	123	90	22,960	3,705	2	1
XIV	OUDH AND ROHILKHAND (STATE).	1,108,863	53,47,458	3,004	38,758	438,213	2,24,450	27,689	89,314
XV	EASTERN BENGAL (STATE) .	1,021,063	50,75,229	222	803	25,850	33,721	315,241	1,24,699
XVI	BENGAL CENTRAL . . .	131,286	3,19,678	157	165	62	18	22,143	22,992
XVII	CALCUTTA PORT COMMISSIONERS'.	370,963	3,40,915	...	...	...	...	14,129	5,335
XVIII	EAST COAST (STATE) . .	179,906	3,67,018	2	30	200,063	2,47,472	15,536	33,853
	TOTAL .	5,378,235	3,08,32,050	50,630	9,31,342	1,780,072	10,10,927	416,802	3,31,560
	Lines worked by guaranteed companies.								
XXIV	GREAT INDIAN PENINSULA (c)	1,714,327	2,15,61,547	8,104	1,65,751	31,060	33,655	122,966	378,300
XXV	BOMBAY, BARODA AND CENTRAL INDIA.	1,326,241	1,06,61,476	1,030	37,413	77,617	83,453	73,510	4,32,134
XXVI	MADRAS (d)	802,732	56,09,361	1,884	74,216	26,179	11,805	187,263	4,51,551
	TOTAL .	3,843,300	3,78,32,384	11,018	2,77,380	134,856	1,28,913	383,729	12,61,987
	Assisted companies.								
XXVII	DELHI-UMBALLA-KALKA .	124,695	6,35,829	1,291	16,085	929	584	3,764	8,585
XXVIII	TARKESSUR	17,149	20,172	...	...	...	...	2,313	949
	TOTAL .	141,244	6,56,001	1,291	16,085	929	584	6,077	9,534
	Lines owned by native states and worked by companies.								
XXXVI	THE NIZAM'S GUARANTEED STATE (e).	218,053	12,91,744	811	13,013	23,177	22,945	250,303	9,50,151
XXXVII	THE GAEKWAR'S PETLAD .	22,063	20,536	...	...	...	...	5	4
	TOTAL .	240,116	13,12,280	811	13,013	23,177	22,945	250,308	9,50,155
	Line owned by native state and worked by state railway agency.								
XL	RAJPURA-BHATINDA . .	299,008	8,79,680	1,335	18,331	2,232	427	468	390
	TOTAL .	299,008	8,79,680	1,335	18,331	2,232	427	468	390
	TOTAL STANDARD GAUGE .	13,761,409	10,35,72,588	74,066	15,70,324	2,176,461	13,44,539	4,140,382	1,23,18,504

No. 34.

during the year ending the 31st December 1895.

Coal and coke for construction (home line only).		Coal and coke for revenue only.		Revenue stores other than coal and coke.		Life-stock.		Rents, miscellaneous, &c., less out standing irrecoverable.	Total.		Serial No.	Remarks.
Tons.	Earnings.	Tons.	Earnings.	Tons.	Earnings.	Tons.	Earnings.		Tons.	Earnings.*		
	Rs.		Rs.		Rs.		Rs.	Rs.		Rs.		
1,954	6,577	370,753	7,77,740	662,775	4,87,148	4,282	1,75,935	1,22,875	6,534,771	3,58,76,905	I	
1,735	13,544	40,205	1,30,700	80,233	60,080	40	1,284	15,058	1,191,056	47,50,331	II	
238	701	45,511	89,082	93,035	28,833	270	8,534	−2,793	510,972	26,94,105	III	(a) Including the Bhopal-Itársi, the Bina-Goona and the Bhopal-Ujjain railways.
8,584	18,079	2,725	5,348	2,450	3,028	51	204	511	270,062	9,43,314	V	
12,511	33,901	459,254	10,02,870	843,493	5,79,089	4,643	1,85,957	1,35,651	8,506,861	4,42,64,655		
14,677	42,720	202,490	5,14,113	1,819,719	10,19,271	8,238	4,11,479	1,09,181	5,537,254	2,28,55,304	XII	(b) Including the Jammu and Kashmir railway (Native state section).
...	...	6	4	2,798	1,254	...	...	319	61,602	86,018	XIII	
2,781	6,271	57,840	1,97,552	327,772	1,19,237	408	12,223	22,973	1,966,570	60,58,236	XIV	
...	...	57,912	53,181	37,445	51,258	370	847	34,662	1,458,113	53,74,400	XV	
...	...	1,017	335	2,470	1,262	...	5	1,678	157,135	3,46,123	XVI	
...	...	...	...	...	...	...	...	−5,205	585,001	3,41,045	XVII	
1,231	2,064	26,806	42,918	60,946	53,552	2	51	21,105	484,582	7,68,063	XVIII	
18,689	51,055	346,161	8,08,103	1,251,150	12,45,831	9,018	4,24,605	1,84,713	10,250,317	3,58,29,189		
206	872	175,858	4,98,445	382,485	7,67,850	9,096	1,67,447	32,921	2,444,092	2,36,07,085	XXIV	(c) Including the Wardha Coal, the Dhond-Manmád, the Khárgaon and the Amráoti railways.
1,073	1,912	83,565	2,13,977	79,564	92,131	19,480	3,87,333	8,740	1,662,130	1,19,18,571	XXV	
...	...	21,505	28,945	230,176	1,00,494	1,490	40,826	19,406	1,274,229	63,96,604	XXVI	(d) Including the Kolar Goldfields railway.
1,279	2,784	283,928	7,41,367	692,225	9,60,475	30,066	5,95,606	61,067	5,380,451	4,19,22,263		
...	...	...	...	...	...	390	6,104	1,543	130,469	5,68,330	XXVII	
...	...	4	1	690	98	...	...	114	20,156	21,334	XXVIII	
...	...	4	1	690	98	390	6,104	1,657	150,625	5,89,664		
72	315	25,672	58,982	177,336	40,430	274	5,844	7,946	695,698	24,20,470	XXXVI	(e) Including the Bezwada extension (East Coast state railway).
...	...	597	162	46	13	205	302	259	22,916	21,586	XXXVII	
72	315	26,269	59,144	177,382	40,443	479	6,146	8,215	718,614	24,42,056		
...	...	1,961	2,737	28,885	4,333	85	289	2,551	333,974	9,08,738	XL	
...	...	1,961	2,737	28,885	4,333	85	289	2,551	333,974	9,08,738		
32,551	93,055	1,117,577	26,14,222	3,993,825	28,30,272	44,681	12,18,707	3,93,854	25,340,372	12,52,56,565		

* See also statements Nos. 26 and 36.

STATEMENT

Goods traffic on the standard and metre gauge railways

Serial No.	RAILWAY.	GENERAL MERCHANDISE.		MILITARY STORES.		RAILWAY MATERIALS FOR CONSTRUCTION (HOME LINE ONLY).		COAL AND COKE FOR THE PUBLIC AND FOREIGN RAILWAYS.	
		Tons.	Earnings.	Tons.	Earnings.	Tons.	Earnings.	Tons.	Earnings.
	METRE GAUGE.								
	State lines worked by companies.		Rs.		Rs.		Rs.		Rs.
XLIII	BENGAL AND NORTH-WESTERN—								
	TIRHOOT SECTION }	628,788	24,27,897	...	...	56,068	95,424	42,715	67,855
	COMPANY'S SECTION }								
XLV	RAJPUTANA-MALWA . .	1,086,218	1,46,58,671	5,142	92,727	46,038	77,507	10,407	39,818
XLVI	PÁLANPUR-DESSA . .	17,608	15,447	112	209	551	129	...	...
XLVII	SOUTHERN MAHRATTA (a) .	747,074	44,39,347	1,234	18,332	17,536	21,441	33,935	1,78,927
L	SOUTH INDIAN(b) . .	898,731	39,50,053	102	2,250	103,956	15,130	5,944	8,661
LI	MÁYAVARAM-MUTUPET .	44,760	50,573	6	18	55,109	11,532	...	...
LII	ASSAM-BENGAL (c) . .	4,459	16,576	...	...	282,678	96,079	1,869	899
	TOTAL .	4,027,638	2,55,58,564	6,596	1,13,736	561,937	3,17,242	94,870	2,95,060
	State lines worked by the State.								
LIII	EASTERN BENGAL (STATE)—								
	NORTHERN AND BEHAR SECTIONS (including the Kaunia-Dhaulia, 2' 6" gauge, branch) . .	453,462	28,39,695	40	14	5,601	5,422	15,013	39,518
	DACCA SECTION . .	54,895	1,51,893	...	...	839	524	1,068	2,000
LIV	BURMA (STATE) . . .	581,093	27,98,831	987	24,184	116,549	40,701	403	371
	TOTAL .	1,089,450	57,90,469	1,027	24,198	122,989	46,647	16,544	41,889
	Assisted companies.								
LVII	DEOGHUR	12,442	3,868	...	...	...	...	...	...
LVIII	ROHILKUND AND KUMAON (COMPANY'S SECTION) (d) .	213,174	5,38,028	526	3,756	16,531	4,630	97	86
LIX	BENGAL DOOARS . .	23,699	1,69,620	...	...	3,482	1,126	1,747	8,244
LX	DIBRU-SADIYA . . .	37,296	2,51,290	...	...	...	...	165,475	1,96,490
	TOTAL .	286,611	9,62,806	526	3,756	20,013	5,756	167,319	2,04,802
	Line owned by native state and worked by company.								
LXIII	THE GAEKWAR'S MEHSÁNA .	116,092	1,53,604	4	16	7,176	3,464	8	15
	TOTAL .	116,092	1,53,604	4	16	7,176	3,464	8	15
	Lines owned and worked by native states.								
LXVII	JODHPORE-BICKANEER—								
	JODHPORE SECTION .	77,620	4,43,479	24	322	...	...	241	654
	BICKANEER SECTION .	12,713	37,207	6	45	...	...	146	319
LXVIII	OODEYPORE-CHITOR .	9,589	10,230	...	...	1,729	1,180	...	...
LXIX	BHÁVNAGAR-GONDAL-JUNÁGARH-PORBANDAR (f) .	210,947	9,29,240	15	248	9,575	7,424	3,559	11,843
	TOTAL .	311,068	14,30,156	45	615	11,304	8,604	3,946	12,816
	Foreign line.								
LXXIV	WEST OF INDIA PORTUGUESE	112,982	3,50,926	...	...	...	...	1	4
	TOTAL .	112,982	3,50,926	...	...	...	...	1	4
	TOTAL METRE GAUGE .	5,942,841	3,42,46,465	8,198	1,42,321	723,463	3,81,721	282,688	5,54,586

No. 34—*concld.*

during the year ending the 31st December 1895—concld.

Coal and coke for construction (some less only).		Coal and coke for revenue only.		Revenue stores other than coal and coke.		Live stock.		Rents, miscellaneous, &c., less outstandings—irrecoverable.	Total.		Serial No.	Remarks.
Tons.	Earnings.	Tons.	Earnings.	Tons.	Earnings.	Tons.	Earnings.		Tons.	Earnings.*		
	Rs.		Rs.		Rs.		Rs.	Rs.		Rs.		
											XLIII	
...	...	18,754	16,182	32,738	44,496	46	775	17,385	779,104	26,70,014		
1,340	6,698	106,521	4,06,455	61,780	1,19,721	5,156	76,308	22,564	1,922,902	1,55,00,464	XLV	
...	...	18	5	88	25	81	120	199	18,458	16,134	XLVI	
...	...	37,798	1,94,012	99,769	1,18,156	339	9,283	20,619	933,685	49,99,717	XLVII	(a) Including the Guntakal-Mysore frontier, the Southern Mahratta (Mysore section), the Kolhapur, the Yesvantpur-Mysore frontier and the Mysore-Nanjangúd railways.
...	...	39,601	99,964	286,971	98,201	173	3,028	12,493	1,435,679	41,82,780	L	
...	...	2,748	860	40,856	2,570	4	12	306	143,483	65,580	LI	
347	302	1,736	2,012	62	65	...	27	46	291,151	1,15,506	LII	(b) Including the Pondicherry railway.
1,687	7,000	207,476	7,13,490	618,264	3,83,249	5,800	89,553	73,612	5,924,282	2,75,51,500		(c) Opened to traffic from 1st July 1895.
											LIII	
...	...	22,172	28,186	25,720	28,219	172	2,766	10,008	522,180	29,54,428		
...	...	2,067	459	2,235	1,173	2	26	1,691	61,106	1,57,706		
486	136	57,477	56,135	162,909	82,156	3,901	85,152	6,274	923,895	30,98,920	LIV	
486	136	81,716	84,780	190,864	1,11,548	4,075	87,944	18,573	1,507,181	62,06,124		
...	...	287	(d)	...	...	...	...	...	12,729	3,868	LVII	(d) Carried free.
...	...	263	398	49,360	25,962	19	357	1,617	279,020	6,74,855	LVIII	(e) Including the Lucknow-Bareilly section.
...	...	184	359	1,554	396	...	...	1,178	30,666	1,80,927	LIX	
...	...	...	...	3,677	1,504	42	393	298	296,400	4,49,935	LX	
...	...	734	757	54,591	27,862	61	750	3,088	638,905	12,09,555		
...	...	...	...	912	242	230	345	743	124,422	1,58,429	LXIII	
...	...	...	...	912	242	230	345	743	124,422	1,58,429		
											LXVII	
...	...	3,225	5,510	2,095	1,784	48	1,077	1,756	83,393	4,54,682		
...	...	734	553	36	22	...	...	505	13,634	38,631		
...	...	3	2	16	7	...	...	466	5,337	11,855	LXVIII	
1,447	1,392	6,768	9,002	15,805	11,512	115	1,008	1,089	253,729	9,82,738	LXIX	(f) Including the Jetalsar-Rájkot railway.
1,447	1,392	10,728	15,197	17,932	13,325	163	2,085	3,706	350,093	14,87,986		
...	...	107	39	4,001	2,460	3	14	146	117,094	3,33,589	LXXIV	
...	...	107	39	4,001	2,460	3	14	146	117,094	3,33,589		
3,620	8,528	300,761	3,14,263*	386,024	5,38,630	10,232	1,80,691	99,988	8,157,927	3,09,67,213		

* See also statements Nos. 26 and 36.

STATEMENT

Unit mileages of passengers and goods carried on the standard and metre gauge

Serial No.	RAILWAY.	PASSENGER TRAFFIC. Number of passenger miles (expressed in the number of passengers carried one mile). 1st class.	2nd class.	3rd or Intermediate class.	Lowest class (3rd or 4th).	Total. *	Other coaching traffic. Ton-miles.	Number General merchandise.
	STANDARD GAUGE.							
	State lines worked by companies.							
I	East Indian	7,369,007	23,164,401	63,377,434	1,001,187,549	1,095,098,391	12,551,749	781,172,967
II	Bengal-Nagpur	523,369	1,183,667	1,918,851	121,640,904	125,271,991	751,968	102,961,119
III	Indian Midland(a)	1,966,222	5,036,956	31,134,205	77,611,161	116,348,534	1,983,144	62,101,471
V	Godhra-Rutlam-Nagda	26,173	98,154	212,489	13,081,474	13,418,290	81,109	19,758,752
	Total	9,884,971	30,088,178	96,643,069	1,213,521,388	1,350,137,606	15,367,970	966,001,309
	State lines worked by the State.							
XII	North Western (State)(b)	6,141,184	19,363,062	51,458,027	657,119,938	734,082,211	13,970,907	666,149,420
XIII	Hyderabad-Shadipalli	22,508	65,560	406,464	5,662,037	6,156,709	9,924	1,308,056
XIV	Oudh and Rohilkhand (State)	1,927,530	5,885,798	5,410,552	249,903,423	263,177,423	1,897,407	173,250,960
XV	Eastern Bengal (State)	1,501,803	3,351,623	19,388,585	148,290,291	172,538,312	1,159,946	98,029,089
XVI	Bengal Central	100,341	685,706	3,469,476	31,426,483	35,682,006	163,329	9,169,701
XVII	Calcutta Port Commissioners'	There is no passenger traffic on this line.				...	...	...
XVIII	East Coast (State)	210,488	700,200	...	90,576,936	91,487,624	212,051	14,647,538
	Total	9,904,074	30,091,909	81,133,104	1,182,985,110	1,303,124,287	17,413,564	962,548,964
	Lines worked by guaranteed companies.							
XXIV	Great Indian Peninsula(c)	8,398,273	33,036,901	62,409,906	474,837,200	578,682,280	8,230,875	431,634,642
XXV	Bombay, Baroda and Central India	2,822,952	15,964,521	53,010,840	269,739,091	341,537,407	4,277,070	246,260,897
XXVI	Madras (d)	3,987,665	10,564,620	...	337,283,116	351,835,401	3,213,146	121,606,524
	Total	15,208,892	59,566,042	115,420,746	1,081,859,416	1,272,055,096	15,730,092	801,501,963
	Assisted companies.							
XXVII	Delhi-Umballa-Kalka	644,320	1,631,710	2,440,189	35,205,583	39,921,852	921,585	9,564,733
XXVIII	Tarkeshur	10,794	64,699	1,638,443	16,323,215	18,037,151	29,859	360,261
	Total	655,114	1,696,409	4,078,632	51,528,798	57,959,003	951,444	9,925,000
	Lines owned by native states and worked by companies.							
XXXVI	The Nizam's Guaranteed State(e)	710,116	2,628,954	13,084,197	48,440,514	64,863,621	516,345	25,236,240
XXXVII	The Gaekwar's Feylid	2,645	29,381	...	2,664,172	2,696,198	9,626	291,518
	Total	712,761	2,658,075	13,084,197	52,104,686	62,559,719	525,971	25,527,763
	Line owned by native state and worked by state railway agency.							
XL	Rajputana-Bhatinda	106,592	195,146	938,176	30,056,105	31,296,019	74,066	23,267,814
	Total	106,592	195,146	938,176	30,056,105	31,296,019	74,066	23,267,814
	* Total standard gauge	36,472,404	124,205,849	311,297,874	3,611,155,603	4,083,131,730	50,063,107	2,788,882,713

* See also statements

No. 35.

railways during the year ending with the 31st December 1895.

GOODS TRAFFIC.									
OF TON-MILES (EXPRESSED IN THE NUMBER OF TONS MOVED ONE MILE).								Serial No.	REMARKS.
Military stores.	Railway materials for construction (Home line only).	Coal and coke for the public and foreign railways.	Coal and coke for construction (Home line only).	Coal and coke for revenue only.	Revenue stores other than coal and coke.	Live stock.	Total.		
2,954,616	5,594,011	505,064,001	441,438	91,657,541	38,603,175	1,618,827	1,427,112,576	I	
47,018	1,252,152	14,743,146	1,061,501	10,243,399	3,557,705	8,246	133,874,286	II	
146,231	1,139,922	418,471	54,930	6,981,695	1,992,362	53,167	72,888,249	III	(a) Including the Bhopal-Itársi, the Bina-Goona and Bhopal-Ujjain railways.
58,347	1,764,600	12,240	991,741	293,379	72,324	2,206	22,953,589	V	
3,206,212	9,750,685	520,237,858	2,549,610	109,176,014	44,225,566	1,682,446	1,656,829,700		
13,592,867	34,248,229	2,531,288	3,266,367	38,619,760	76,239,889	2,083,836	836,731,656	XII	(b) Including the Jammu and Kashmir railway (Native state section).
524	574,039	11	...	300	72,686	...	1,955,616	XIII	
405,854	14,810,557	4,223,842	489,469	15,520,277	6,987,414	68,921	215,787,294	XIV	
3,807	2,642,599	3,448,351	...	4,167,642	4,916,962	17,960	112,390,416	XV	
267	1,425	984,005	...	26,214	98,889	2	10,280,503	XVI	
Mileage not	recorded.	...	...	...	...	...	...	XVII	
293	25,201,675	1,614,913	162,928	3,097,176	3,030,803	2,090	47,757,516	XVIII	
14,003,612	77,478,524	12,802,410	3,918,764	61,431,369	90,446,643	2,172,809	1,224,902,995		
1,398,816	1,840,970	20,344,794	47,686	32,007,211	47,399,984	1,883,190	536,560,193	XXIV	(c) Including the Wardha Coal, the Dhond-Manmád, the Khámgaon and the Amrioti railways.
351,997	3,938,536	22,733,550	104,884	11,738,146	4,279,022	3,914,378	295,316,410	XXV	
503,322	382,389	17,441,450	...	1,349,433	4,757,522	208,714	146,240,354	XXVI	(d) Including the Kolar Gold-fields railway.
2,254,135	6,156,895	60,519,794	152,570	45,094,790	56,436,528	6,009,282	978,125,957		
153,748	26,137	506,795	...	...	...	37,315	10,308,734	XXVII	
...	4	43,334	...	48	5,674	...	399,321	XXVIII	
153,748	26,141	550,129	...	48	5,674	37,315	10,708,055		
98,174	789,223	41,064,057	8,709	2,719,630	2,885,046	30,869	72,831,958	XXXVI	(e) Including the Bezwada extension (East Coast state railway).
...	...	62	...	8,877	727	2,861	304,040	XXXVII	
98,174	789,223	41,064,119	8,709	2,728,507	2,885,773	33,730	73,135,998		
142,888	33,865	15,958	...	211,680	298,784	1,873	23,972,862	XL	
142,888	33,865	15,958	...	211,680	298,784	1,873	23,972,862		
19,858,769	94,235,333	635,190,268	6,629,653	218,642,408	194,298,908	9,937,455	3,967,675,567		

STATEMENT

Unit mileage of passengers and goods carried on the standard and metre gauge

Serial No.	RAILWAY.	PASSENGER TRAFFIC.						NUMBER
		NUMBER OF PASSENGER MILES (EXPRESSED IN THE NUMBER OF PASSENGERS CARRIED ONE MILE).					OTHER COACHING TRAFFIC.	
		1st class.	2nd class.	3rd or Intermediate class.	Lowest class (3rd or 4th).	Total.	Ton-miles.	General merchandise.
	METRE GAUGE.							
	State lines worked by companies.							
XLIII	BENGAL AND NORTH-WESTERN—							
	TIRHOOT SECTION . . .	506,227	842,578	1,693,497	198,354,979	201,396,281	643,289	69,156,893
	COMPANY'S SECTION . . .							
XLV	RAJPUTANA-MALWA . . .	1,918,367	7,175,140	21,191,218	570,310,460	600,595,185	6,049,965	411,182,747
XLVI	PÁLANPUR-DEESA . . .	8,297	17,201	...	1,554,427	1,579,925	13,367	295,221
XLVII	SOUTHERN MARRATTA (a) . .	1,949,805	5,964,338	...	254,521,822	262,435,965	1,731,906	101,468,870
L	SOUTH INDIAN (b)	1,272,039	8,975,596	...	402,444,360	412,692,045	853,552	84,103,075
LI	MÁYAVARAM-MUTUPET . . .	6,940	180,905	...	16,090,231	16,278,076	7,808	1,139,699
LII	ASSAM-BENGAL	(c)	(c)	(c)	(c)	5,455,213	15,209	(c)
	TOTAL .	5,661,755	23,155,758	22,884,715	1,473,275,279	1,520,432,790	9,315,956	667,346,412
	State lines worked by the State.							
LIII	EASTERN BENGAL (STATE)—							
	NORTHERN AND BEHAR SECTIONS (including the Kaunia-Dharla, 2' 6" gauge, branch) . .	888,317	2,317,311	7,592,802	112,637,023	123,436,053	796,197	53,006,540
	DACCA SECTION	57,416	227,507	1,593,379	23,539,784	25,416,586	97,508	3,184,418
LIV	BURMA (STATE)	1,173,748	7,014,609	...	198,393,170	206,571,527	902,076	67,730,103
	TOTAL .	2,119,481	9,559,427	9,185,181	334,569,977	355,424,166	1,795,781	123,921,061
	Assisted companies.							
LVII	DEOGHUR	4,071	...	...	1,056,272	1,060,343	...	59,587
LVIII	ROHILKUND AND KUMAON (COMPANY'S SECTION) (d) . .	237,210	809,974	420,014	32,929,858	34,477,756	201,319	14,824,762
LIX	BENGAL DOOARS	7,211	35,443	12,952	2,442,070	2,497,776	29,659	594,820
LX	DIBRU-SADIYA	96,642	70,3.6	...	4,389,535	4,556,503	11,839	(c)
	TOTAL .	345,234	996,443	432,966	40,817,735	42,592,378	242,817	15,479,168
	Line owned by native state and worked by company.							
LXIII	THE GAEKWAR'S MEHSÁNA . .	8,077	79,642	...	13,699,242	13,786,961	86,366	3,334,187
	TOTAL .	8,077	79,642	...	13,699,242	13,786,961	86,366	3,334,187
	Lines owned and worked by native states.							
LXVII	JODHPORE-BICKANEER—							
	JODHPORE SECTION . . .	82,308	424,094	...	42,096,290	42,602,702	238,681	6,885,018
	BICKANEER SECTION . . .	6,653	31,897	...	3,197,557	3,236,107	22,093	542,073
LXVIII	ODEYPORE-CHITOR . . .	8,702	42,527	...	3,173,496	3,224,725	15,255	157,117
LXIX	BHÁVNAGAR-GONDAL-JUNÁGARH-PORBANDAR (e)	316,950	2,002,026	...	67,224,161	69,543,137	261,468	14,806,975
	TOTAL .	414,613	2,500,544	...	115,691,504	118,606,761	537,497	21,891,173
	Foreign line.							
LXXIV	WEST OF INDIA PORTUGUESE .	30,096	156,160	...	4,034,534	4,220,790	29,191	5,293,899
	TOTAL .	30,096	156,160	...	4,034,534	4,220,790	29,191	5,293,899
	TOTAL METRE GAUGE .	8,579,226	36,447,974	32,502,862	1,988,078,571	2,065,063,846	11,957,008	837,266,899

No. 35—*concld.*

railways during the year ending with the 31st December 1895—concld.

GOODS TRAFFIC.									
OF TON-MILES (EXPRESSED IN THE NUMBER OF TONS MOVED ONE MILE).								Serial No.	REMARKS.
Military stores.	Railway materials for construction (Home line only).	Coal and coke for the public and foreign railways.	Coal and coke for construction (Home line only).	Coal and coke for revenue only.	Revenue stores other than coal and coke.	Live stock.	Total.		
...	6,032,117	3,183,572	...	1,327,940	3,300,810	22,054	83,023,323	XLIII	
881,548	3,996,878	1,536,386	367,440	22,296,960	7,001,134	667,302	447,930,395	XLV	
1,959	7,446	...	...	278	1,358	1,390	307,652	XLVI	
166,809	1,959,386	11,077,382	...	13,534,428	9,779,887	49,998	138,086,760	XLVII	(a) Including the Guntakal-Mysore frontier, the Southern Mahratta (Mysore section), the Kolhápur, Yesvantpur-Mysore frontier and the Mysore-Nanjangúd railways.
21,567	1,163,788	262,331	...	7,176,065	7,269,392	29,034	100,025,252	L	
129	903,833	...	...	65,952	202,603	92	2,312,398	LI	
...	(c)	(c)	(c)	(c)	(c)	(c)	(c)	LII	(b) Including the Pondicherry railway.
1,072,012	14,063,448	16,059,671	367,440	44,401,623	27,555,304	769,870	771,635,780		(c) Information not received.
								LIII	
4,534	424,897	3,802,224	...	2,208,838	2,211,438	20,857	61,679,328		
...	41,085	68,317	...	35,936	91,934	114	3,421,804		
298,288	3,937,326	4,004	38,146	3,737,639	7,591,970	455,238	83,792,714	LIV	
302,822	4,403,308	3,874,545	38,146	5,982,413	9,895,342	476,209	148,893,846		
...	...	...	...	1,375	...	...	60,962	LVII	
35,079	363,378	5,603	...	31,198	2,034,783	1,409	17,296,411	LVIII	(d) Including the Lucknow-Bareilly section.
...	88,161	33,470	...	28,153	31,073	...	775,677	LIX	
(c)	(c)	(c)	(c)	(c)	(c)	(c)	(c)	LX	
35,079	451,739	39,073	...	60,726	2,065,856	1,409	18,133,050		
160	197,001	296	...	...	14,377	7,505	3,553,526	LXIII	
160	197,001	296	...	...	14,377	7,505	3,553,526		
								LXVII	
1,965	...	27,004	...	310,599	87,197	5,854	7,317,632		
283	...	6,656	...	31,758	1,260	...	582,020		
...	64,718	...	...	93	422	...	222,344	LXVIII	
1,593	544,359	286,682	56,694	382,855	1,396,692	9,216	16,985,066	LXIX	
3,841	609,077	320,342	56,694	725,305	1,485,571	15,070	25,107,072		(e) Including the Jetalsar-Rájkot railway.
...	...	71	...	894	94,252	59	5,389,175	LXXIV	
...	...	71	...	894	94,252	59	5,389,175		
1,413,914	19,724,573	20,293,998	462,280	51,170,961	41,110,702	1,270,122	972,712,449		

Nos. 25 and 26.

STATEMENT

Gross earnings, working expenses, and net earnings per train-mile, also the gross earnings per mile per

Serial No.	RAILWAY.	COACHING EARNINGS.*			GOODS EARNINGS.†			TOTAL TRAFFIC EARNINGS.		SUNDRIES, INCLUDING ELECTRIC TELEGRAPH.	
		Amount.	Per passenger train-mile.	Per cent. on total traffic earnings.	Amount.	Per goods train-mile.	Per cent. on total traffic earnings.	Amount.	Per train-mile.	Amount.	Per train-mile.
	STANDARD GAUGE.	Rs.	Rs.		Rs.	Rs.		Rs.	Rs.	Rs.	Rs.
	State lines worked by companies.										
I	EAST INDIAN	1,73,82,163	4·17	32·04	3,58,76,905	5·34	67·36	5,32,60,374	4·89	7,53,280	0·07
II	BENGAL-NAGPUR	15,21,100	3·10	24·26	47,50,331	4·41	75·71	62,71,521	4·00	6,03,219	0·38
III	INDIAN MIDLAND (a)	21,37,837	3·01	44·24	26,94,105	3·80	55·76	48,31,942	3·42	1,71,156	0·12
V	GODHRA-RUTLAM-NAGDA	1,61,287	3·54	14·60	9,43,314	4·32	85·40	11,04,601	4·18	−2,208	...
VI	WARDHA COAL	...	...	...	...	...	...	...	...	...	...
VII	DHOND-MANMÁD	...	...	...	...	...	...	...	...	...	...
VIII	EAST COAST (STATE) (SEEVADA EXTENSION)	...	...	...	...	...	...	...	...	...	...
	TOTAL	2,12,03,387	3·92	32·39	4,42,64,655	5·07	67·61	6,54,68,438	4·63	13,25,547	0·11
	State lines worked by the State										
XII	NORTH WESTERN (STATE) (d)	1,15,23,089	3·25	33·53	2,28,55,304	3·26	66·48	3,43,78,393	3·69	7,65,546	0·08
XIII	HYDERABAD-SHADIPALLI	80,220	3·03	48·26	86,018	2·64	51·74	1,66,238	3·05	1,901	0·04
XIV	OUDH AND ROHILKHAND (STATE)	40,37,094	3·55	39·99	60,58,236	3·29	60·01	1,00,95,330	3·39	1,69,550	0·07
XV	EASTERN BENGAL (STATE)	27,02,311	3·17	33·25	53,74,409	6·23	66·05	81,36,711	4·69	2,63,697	0·15
XVI	BENGAL CENTRAL	5,91,052	3·14	63·07	3,46,123	2·55	36·93	9,37,175	2·89	19,210	0·03
XVII	CALCUTTA PORT COMMISSIONERS'	...	...	...	3,41,945	(e)	100·00	3,41,945	(e)	46,515	(e)
XVIII	EAST COAST (STATE)	10,58,435	3·05	57·83	7,68,063	1·77	42·17	18,21,548	2·52	39,716	0·06
	TOTAL	2,00,47,251	3·31	35·88	3,58,29,189	3·91	64·12	5,58,76,440	3·67	13,27,141	0·08
	Lines worked by guaranteed companies.										
XXIV	GREAT INDIAN PENINSULA (f)	97,99,477	2·52	29·33	2,36,07,088	4·86	70·67	3,34,06,565	3·82	3,83,628	0·04
XXV	BOMBAY, BARODA AND CENTRAL INDIA	53,43,514	4·12	30·96	1,19,18,571	9·07	69·04	1,72,62,085	6·61	2,39,972	0·11
XXVI	MADRAS (g)	47,82,318	3·70	42·78	63,96,904	5·01	57·22	1,11,79,922	4·35	1,74,791	0·07
	TOTAL	1,99,25,319	3·07	32·22	4,19,22,563	5·63	67·78	6,18,47,582	4·44	8,49,391	0·06
	Assisted companies.										
XXVII	DELHI-UMBALLA-KALKA	8,77,382	2·51	60·09	5,83,330	2·85	39·91	14,45,663	2·64	14,257	0·03
XXVIII	TAPESSUR	2,85,693	4·84	93·05	21,334	5·81	6·95	3,06,957	4·90	1,189	0·02
	TOTAL	11,63,055	2·85	66·36	5,89,664	2·91	33·64	17,52,620	2·87	15,046	0·02
	Lines owned by native states and worked by companies.										
XXXI	KHÁMGAON	...	...	...	...	...	...	...	...	...	...
XXXII	AMRÁOTI	...	...	...	...	...	...	...	...	...	...
XXXVI	THE NIZAM'S GUARANTEED STATE (h)	9,11,368	3·97	27·35	24,20,470	3·57	72·65	33,31,778	4·39	79,535	0·10
XXXVII	THE GAEKWAR'S PEILÁD	50,427	3·62	70·02	21,585	3·85	29·98	72,013	3·68	1,878	0·10
	TOTAL	9,61,795	3·95	28·25	24,42,056	4·88	71·75	34,03,786	4·37	81,413	0·10
	Lines owned by native states and worked by state railway agency.										
XL	RÁJPURA-BHATINDA	4,03,318	4·60	30·74	9,08,738	4·29	69·26	13,12,056	4·30	6,846	0·02
XLI	JAMMU AND KASHMIR (NATIVE STATE SECTION)	...	...	...	...	...	...	...	...	...	...
	TOTAL	4,03,318	4·60	30·74	9,08,738	4·29	69·26	13,12,056	4·30	6,846	0·02
	TOTAL STANDARD GAUGE	6,37,04,366	3·41	39·59	12,20,56,865	4·79	60·41	18,26,60,231	4·22	38,06,384	0·08

(a) Including the Bhopal-Itársi, the Bina-Goona and the Bhopal-Ujjain railways.
(b) Represent amounts received by the State as rent from the working railways.
(c) Expenditure incurred direct by the State.
(d) Including the Jammu and Kashmir railway (Native state section). The percentage of net earnings is for the North Western (state) railway only, percentage of branch line being shown separately.
(e) Train-mileage not recorded.
(f) Including branch lines worked, and excluding charges incurred direct by the State. The percentage of net earnings on capital outlay is for the Great dian Peninsula railway only, percentages of branch lines being shown separately.

No. 36.

week, on the standard and metre gauge railways during the year ending the 31st December 1895.

Total Earnings, Excluding Steam-boat.			Steam-boat Earnings	Gross Earnings, including Steam-boat.§			Working Expenses, including Steam-boat Expenses, Rent of Leased Lines and Contribution to Provident Fund. †			Net Earnings.§			Serial No.
Amount.	Per mean mile worked per week. ‡	Per train-mile.	Amount.	Amount.	Per train-mile.	Per cent. on total standard & metre.	Amount.	Per train-mile.	Per cent. on gross earnings.	Amount.	Per train-mile.	Per cent. on total capital outlay on open line (statement No. 22, pages 98 to 105).	
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		
5,40,13,734	603·45	4·26	1,22,572	5,41,36,326	4·27	27·92	1,68,19,909	1·55	31·07	3,73,16,417	3·43	9·80	I
68,74,740	153·31	4·38	...	68,74,740	4·38	3·55	33,33,297	2·12	48·48	35,41,443	2·26	3·59	II
50,03,098	117·45	3·54	...	50,03,098	3·54	2·68	31,79,429	2·25	63·55	18,23,669	1·29	1·70	III
11,02,393	184·00	4·18	...	11,02,393	4·18	0·57	6,28,460	2·38	57·01	4,73,933	1·80	3·05	V
...	...	...	...	(b) 77,548	...	...	(c) 1,486	...	...	76,062	0·71	1·53	VI
...	...	...	...	(d) 4,21,207	...	...	(c) 6,393	...	...	4,15,814	0·79	3·07	VII
...	...	...	...	(b) 25,119	...	...	...	...	...	25,119	2·64	0·34	VIII
6,69,93,965	366·21	4·74	1,22,572	6,77,10,731	4·75	34·61	2,39,67,974	1·70	35·70	4,37,42,757	2·96	7·06	
3,51,43,939	273·66	3·77	74,442	3,52,18,381	3·78	18·16	1,87,71,384	2·01	53·30	1,64,46,997	1·76	3·86	XII
1,68,139	54·89	3·09	...	1,68,139	3·09	0·02	1,21,531	2·23	72·29	46,608	0·86	2·63	XIII
1,02,94,880	248·35	3·45	...	1,02,94,880	3·45	5·31	50,38,992	1·69	48·95	52,55,888	1·76	5·01	XIV
84,00,408	619·35	4·84	1,92,629	85,93,037	4·96	4·43	30,91,134	1·78	35·97	55,01,903	3·18	9·03	XV
9,47,891	145·74	2·92	...	9,47,891	2·92	0·49	5,48,582	1·69	57·90	3,99,309	1·23	3·92	XVI
3,87,560	573·75	(e)	...	3,87,560	(e)	0·20	2,10,421	(f)	54·29	1,77,139	(e)	2·72	XVII
18,61,264	20·41	2·58	42,987	19,04,251	2·64	0·98	15,75,066	2·18	82·71	3,29,185	0·46	0·70	XVIII
5,72,03,581	268·01	3·75	3,10,058	5,75,13,639	3·77	29·66	2,93,57,050	1·93	51·04	2,81,56,589	1·85	4·28	
3,37,90,193	436·04	3·86	...	3,37,90,193	3·86	17·43	1,90,51,761	2·18	56·38	1,47,38,432	1·68	5·27	XXIV
1,75,53,067	732·39	6·72	...	1,75,53,067	6·72	9·05	66,16,004	2·53	37·69	1,09,37,063	4·19	10·87	XXV
1,13,53,713	257·10	4·42	...	1,13,53,713	4·42	5·86	54,05,603	2·11	47·64	59,45,110	2·31	4·69	XXVI
6,26,96,973	430·56	4·50	...	6,26,96,973	4·50	32·34	3,10,76,368	2·23	49·57	3,16,20,605	2·39	6·30	
14,60,519	174·02	2·66	...	14,60,519	2·66	0·75	7,01,040	1·23	48·00	7,59,479	1·38	4·90	XXVII
3,08,156	260·38	4·92	...	3,08,156	4·92	0·16	1,49,065	2·38	48·37	1,59,091	2·54	9·07	XXVIII
17,68,675	185·23	2·89	...	17,68,675	2·89	0·91	8,50,114	1·39	48·07	9,18,561	1·50	5·32	
...	...	...	...	(b) 26,031	...	...	...	...	...	26,031	1·54	5·0	XXXI
...	...	...	...	(b) 39,137	...	...	(c) 885	...	...	38,252	1·62	8·50	XXXII
34,11,808	184·95	4·49	...	34,11,808	4·49	1·76	18,34,158	2·41	53·77	15,77,150	2·08	3·88	XXXVI
73,891	100·44	3·78	...	73,891	3·78	0·04	27,307	1·40	36·95	46,584	2·38	6·44	XXXVII
34,85,199	182·10	4·47	...	35,50,307	4·47	1·80	18,62,250	2·79	53·41	16,88,017	2·15	3·90	
13,18,902	234·28	4·41	...	13,18,902	4·41	0·68	7,25,396	2·42	55·00	5,93,506	1·99	8·86	XL
...	...	...	...	(b) 18,262	...	...	...	...	...	18,262	0·72	1·20	XLI
13,18,902	234·28	4·41	...	13,37,164	4·41	0·68	7,25,396	2·42	55·00	6,11,768	1·80	7·08	
19,34,67,315	325·73	4·30	4,32,630	19,46,77,549	4·32	100·00	8,78,39,252	1·95	45·14	10,67,38,297	2·37	5·78	

(a) Including the Kolar Gold-fields railway.
(b) Including the Beyrnia extension (East Coast state railway). The percentage of net-earnings on capital outlay is for the Nizam's Guaranteed State railway only, percentage of branch line being shown separately.

* See also statements Nos. 20 and 33.
† See also statements Nos. 25 and 34.
‡ See also statements Nos. 24 and 26 and paragraph 9 of Chapter VIII.
§ See also statement No. 36.
‖ See also statements Nos. 26 and 37.

STATEMENT

Gross earnings, working expenses, and net earnings per train-mile, also the gross earnings per mile per

Serial No.	RAILWAY.	COACHING EARNINGS.*			GOODS EARNINGS.†			TOTAL TRAFFIC EARNINGS.		SUNDRIES, INCLUDING ELECTRIC TELEGRAPH.	
		Amount.	Per passenger train-mile.	Per cent. on total traffic earnings.	Amount.	Per goods train-mile.	Per cent. on total traffic earnings.	Amount.	Per train-mile.	Amount.	Per train-mile.
	METRE GAUGE.	Rs.	Rs.		Rs.	Rs.		Rs.	Rs.	Rs.	Rs.
	State lines worked by companies.										
XLIII	BENGAL AND NORTH-WESTERN—										
	TIRHOOT SECTION . . .	23,59,924	3·06	46·32	26,70,014	2·76	53·03	50,29,938	2·90	1,95,967	0·11
	COMPANY'S SECTION . . .										
XLV	RAJPUTANA-MALWA . . .	75,04,864	3·41	32·62	1,55,00,469	3·80	67·38	2,30,05,333	3·66	4,35,249	0·07
XLVI	PÁLANPUR-DEESA . . .	21,906	2·98	57·59	16,134	3·09	42·41	38,040	3·03	142	0·01
XLVII	SOUTHERN MAHRATTA (a) . . .	36,39,471	2·88	42·13	49,99,717	2·40	57·87	86,39,188	2·58	1,38,540	0·06
L	SOUTH INDIAN (b)	40,32,258	3·07	52·81	41,83,780	2·30	47·19	88,66,038	2·66	99,237	0·03
LI	MÁVAVARAM-MUTUPET . . .	1,74,721	2·00	72·62	65,880	1·53	27·38	2,40,601	1·84	1,422	0·01
LII	ASSAM-BENGAL (c)	22,374	3·78	44·44	1,15,506	0·35	55·56	2,07,880	1·30	6,546	0·04
	TOTAL . . .	1,81,75,518	3·14	40·14	2,75,51,500	3·01	59·86	4,69,37,018	3·07	9,37,403	0·06
	State lines worked by the State.										
LIII	EASTERN BENGAL (STATE)—										
	NORTHERN AND BEHAR SECTIONS (including the Kusnia-Dhariia, 2' 6" gauge, branch) . . .	19,41,379	3·23	39·65	29,54,428	3·40	60·35	48,95,707	3·33	44,470	0·03
	DACCA SECTION . . .	3,83,760	2·86	70·04	1,57,766	2·47	29·96	5,26,526	2·73	11,504	0·05
LIV	BURMA (STATE)	35,48,016	3·33	53·42	30,93 930	2·86	46·58	66,41,946	3·31	62,563	0·03
	TOTAL . . .	58,38,055	3·53	48·56	62,06,124	3·08	51·44	1,20,64,179	3·29	1,18,537	0·03
	Assisted companies.										
LVII	DEOGHUR	29,630	...	88·46	3,868	...	11·54	33,707	2·82	104	0·01
LVIII	ROHILKUND AND KUMAON (COMPANY'S SECTION) (d)	5,48,528	3·07	48·65	5,74,855	2·00	51·17	11,23,383	2·41	1,07,055	0·23
LIX	BENGAL DOOARS	50,409	2·40	21·79	1,80,927	10·14	78·21	2,31,336	5·95	6,081	0·16
LX	DIBRU-SADIYA	1,82,270	3·23	21·27	4,49,935	3·14	78·63	5,72,205	3·16	28,987	0·16
	TOTAL . . .	7,50,816	3·04	38·30	12,09,585	2·69	61·70	19,60,421	2·81	1,42,177	0·21
	Line owned by native state and worked by company.										
LXIII	THE GAEKWAR'S MEHSÁNA . .	1,73,290	2·96	52·24	1,58,429	3·11	47·76	3,31,719	3·03	6,726	0·06
	TOTAL . . .	1,73,290	2·96	52·24	1,58,429	3·11	47·76	3,31,719	3·03	6,726	0·06
	Lines owned and worked by native states.										
LXVII	JODHPORE-BICHANEER—										
	JODHPORE SECTION . . .	5,04,146	3·20	52·58	4,54,682	3·23	47·42	9,58,828	3·24	15,910	0·05
	BICHANEER SECTION . . .	39,192	2·20	50·33	38,681	2·70	49·67	77,873	2·43	8,665	0·27
LXVIII	CODEYPORE-CHITOR	42,520	3·22	78·15	11,885	1·55	21·85	54,405	2·61	297	0·01
LXIX	BHÁVNAGAR-GONDAL-JUNAGADH-PORBANDAR (e)	11,00,956	3·53	52·84	9,82,738	3·39	47·16	20,83,694	3·47	42,697	0·09
	TOTAL . . .	16,86,814	3·37	53·12	14,87,986	3·31	46·87	31,74,800	3·34	67,569	0·06
	Foreign line.										
LXXIV	WEST OF INDIA PORTUGUESE .	66,456	1·80	15·82	3,53,589	5·35	84·18	4,20,045	4·08	23,331	0·23
	TOTAL . . .	66,456	1·80	15·82	3,53,589	5·35	84·18	4,20,045	4·08	23,331	*0·23
	TOTAL METER GAUGE . .	2,70,10,979	3·22	42·22	3,69,57,213	3·04	57·78	6,39,78,192	3·12	12,95,742	0·06

(a) Including the Guntakal-Mysore frontier, the Southern Mahratta (Mysore section), the Kolhápur, the Yesvantpur-Mysore frontier and the Mysore-Nanjangúd railways.
(b) Including the Pondicherry railway.
(c) Opened to traffic from 1st July 1895.
(d) Including the Lucknow-Bareilly section.
(e) Including the Jetalsar Rájkot railway.
(f) Harbour earnings.

No. 36—*concld.*

week, on the standard and metre gauge railways during the year ending the 31st December 1895—concld.

Total earnings, excluding steam boat.			Steam-boat earnings.	Gross earnings, including steam-boat. §			Working expenses, including steam-boat expenses, rent of leased lines, and contribution to Provident Fund. ‖			Net earnings.§			Serial No.
Amount.	Per mean mile worked per week. ‡	Per train-mile.	Amount.	Amount.	Per train-mile.	Per cent. on total metre gauge.	Amount.	Per train-mile.	Per cent. on gross earnings.	Amount.	Per train-mile.	Per cent. on total capital outlay on open line. [Statement No. 22, pages 98 to 100].	
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		XLIII
52,25,905	132·88	3·01	4,34,774	56,60,679	3·26	8·54	24,02,854	1·38	42·45	32,57,825	1·88	5·96	
2,34,40,581	269·29	3·73	...	2,34,40,581	3·73	35·36	94,45,319	1·50	40·29	1,39,95,262	2·23	10·54	XLV
38,182	42·40	3·04	...	38,182	3·04	0·05	15,337	1·22	40·17	22,845	1·82	5·71	XLVI
83,38,028	109·22	2·64	...	83,38,028	2·64	12·33	52,97,126	1·68	50·94	35,40,902	1·06	2·91	XLVII
89,65,275	164·27	2·68	...	89,65,275	2·68	13·52	50,31,269	1·51	56·12	39,34,006	1·17	5·09	L
2,42,023	86·21	1·85	...	2,42,023	1·85	0·37	1,48,355	1·13	61·30	93,668	0·72	3·83	LI
2,14,426	68·78	1·34	...	2,14,426	1·34	0·32	2,22,473	1·39	103·75	—8,047	—0·05	...	LII
4,69,64,420	174·63	3·13	4,34,774	4,73,99,194	3·16	71·48	2,25,62,733	1·50	47·60	2,48,36,461	1·66	6·20	
													LIII
49,40,177	196·54	3·36	4,38,495	53,78,672	3·65	8·11	21,07,126	1·47	40·29	32,11,546	2·12	8·03	
5,38,030	120·42	2·79	...	5,38,030	2·79	0·61	2,77,005	1·44	51·49	2,61,025	1·35	3·88	
67,04,509	169·00	3·34	6,553	67,11,062	3·34	10·12	40,08,706	1·99	59·73	27,02,356	1·35	3·70	LIV
1,21,32,716	176·50	3·32	4,45,048	1,26,27,764	3·44	10·04	64,52,837	1·76	51·10	61,74,927	1·68	5·15	
33,611	134·24	2·83	...	33,611	2·83	0·06	18,303	1·54	54·46	15,308	1·29	5·31	LVII
12,30,438	83·96	2·64	...	12,30,438	2·64	1·66	7,62,775	1·64	61·99	4,67,663	1·00	4·33	LVIII
2,57,417	125·43	6·11	16,120	2,53,537	6·52	0·38	1,26,079	3·24	49·73	1,27,458	3·28	5·48	LIX
6,01,142	149·17	3·32	...	6,01,142	3·32	0·91	3,31,599	1·83	55·17	2,69,543	1·49	3·64	LX
21,02,608	100·96	3·02	16,120	21,18,728	3·04	3·20	12,38,756	1·78	58·47	8,79,972	1·26	4·23	
3,38,445	70·26	3·09	...	3,38,445	3·09	0·51	1,36,005	1·24	40·19	2,02,440	1·85	6·22	LXIII
3,38,445	70·26	3·09	...	3,38,445	3·09	0·51	1,36,005	1·24	40·19	2,02,440	1·85	6·22	
													LXVII
9,74,738	88·19	3·29	...	9,74,738	3·29	1·47	4,05,492	1·37	41·60	5,69,246	1·92	8·85	
86,638	38·26	2·70	...	86,638	2·70	0·13	41,142	1·29	47·89	45,096	1·41	4·65	
54,702	41·01	2·62	...	54,702	2·62	0·08	35,924	1·72	65·67	18,778	0·90	1·40	LXVIII
21,26,891	107·70	3·53	...	21,26,891	3·53	3·21	12,27,725	2·04	57·74	8,98,666	1·49	4·70	LXIX
32,42,369	81·09	3·41	...	32,42,369	3·41	4·89	17,10,583	1·80	52·76	15,31,786	1·61	5·50	
4,43,376	167·19	4·30	(*) 1,39,701	5,83,077	5·66	0·88	4,70,941	4·57	80·76	1,12,136	1·09	0·69	LXXIV
4,43,376	167·19	4·30	1,39,701	5,83,077	5·66	0·88	4,70,941	4·57	80·76	1,12,136	1·09	0·69	
6,52,73,934	160·68	3·18	10,35,643	6,63,09,577	3·23	100·00	3,25,71,855	1·59	49·12	3,37,37,722	1·64	5·73	

* See also statements Nos. 26 and 33.
† See also statements Nos. 23 and 24.
‡ See also statements Nos. 24 and 26 and paragraph 9 of Chapter VIII.
§ See also statement No. 26.
‖ See also statements Nos. 26 and 37.

Working expenses in detail on the standard and metre

Serial No.	RAILWAY.	Mean mileage worked (from statement No. 24, pages 139-141).	MAINTENANCE OF WAY, WORKS AND STATIONS.			LOCOMOTIVE.			CARRIAGE AND WAGON.			TRAFFIC.
			Amount.	Per train-mile.	Per cent. on gross earnings.	Amount.	Per train-mile.	Per cent. on gross earnings.	Amount.	Per train-mile.	Per cent. on gross earnings.	Amount.
	STANDARD GAUGE.	Miles.	Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		Rs.
	State lines worked by companies.											
I	EAST INDIAN (a)	1,721·31	48,02,067	0·44	9·87	46,25,351	0·44	9·51	15,16,258	0·14	2·80	31,81,506
II	BENGAL-NAGPUR	862·33	8,58,967	0·55	12·64	8,74,454	0·56	12·72	2,38,927	0·17	3·77	5,36,355
III	INDIAN MIDLAND (c)	319·21	6,85,108	0·49	13·69	9,56,344	0·69	19·32	2,54,836	0·18	5·09	4,83,831
V	GODHRA-RUTLAM-NAGDA	115·22	1,15,298	0·44	10·46	3,35,757	1·27	30·46	38,832	0·15	3·52	81,889
VI	WARDHA COAL	(44·38)	...	...	...	...	...	...	...	...	...	...
VII	DHOND-MANMAD	(143·44)	...	...	...	...	...	...	...	...	...	...
	TOTAL	3,518·07	64,71,440	0·44	9·41	70,01,906	0·47	10·21	20,58,853	0·14	3·02	43,83,581
	State lines worked by the State.											
XII	NORTH WESTERN (STATE) (c)	2,469·62	57,19,064	0·61	16·24	71,62,517	0·76	20·34	15,66,690	0·17	4·45	26,62,288
XIII	HYDERABAD-SHADIPALLI	58·91	45,257	0·63	26·92	37,483	0·69	22·29	11,728	0·22	6·98	15,019
XIV	OUDH AND ROHILKHAND (STATE)	797·18	16,33,929	0·56	16·36	13,32,595	0·45	12·94	6,54,496	0·22	6·36	8,01,758
XV	EASTERN BENGAL (STATE)	248·78	6,06,725	0·35	7·06	7,36,186	0·42	8·57	3,09,341	0·18	3·60	8,08,510
XVI	BENGAL CENTRAL	125·01	1,05,944	0·33	11·29	1,29,039	0·40	13·61	45,452	0·14	4·80	1,28,353
XVII	CALCUTTA PORT COMMISSIONERS'	8·53	21,434	(g)	5·53	30,074	(g)	7·76	12,837	(g)	3·31	1,15,967
XVIII	EAST COAST (STATE)	325·88	3,56,750	0·49	18·73	6,05,224	0·84	31·79	69,597	0·10	3·65	2,43,794
	TOTAL	4,103·91	85,40,103	0·56	14·34	1,00,33,188	0·67	17·48	26,70,141	0·18	4·64	47,76,284
	Lines worked by guaranteed companies.											
XXIV	GREAT INDIAN PENINSULA (h)	1,490·23	45,58,115	0·62	13·49	74,56,219	0·85	22·07	16,08,962	0·18	4·76	29,37,420
XXV	BOMBAY, BARODA AND CENTRAL INDIA	460·90	14,96,482	0·57	8·52	26,74,051	1·03	15·23	5,80,837	0·22	3·31	9,81,255
XXVI	MADRAS (i)	849·22	12,00,042	0·47	10·57	20,81,720	0·81	18·34	6,01,765	0·23	5·30	8,44,167
	TOTAL	2,800·35	72,54,639	0·52	11·57	1,22,11,989	0·88	19·47	27,91,564	0·20	4·45	47,62,842
	Assisted companies.											
XXVII	DELHI-UMBALLA-KALKA	161·40	Details included with the East Indian railway.						...	...	...	...
XXVIII	TARKESSUR	22·23	26,581	0·42	8·62	26,675	0·43	8·66	8,421	0·14	2·73	17,554
	TOTAL	183·63	26,581	0·42	8·62	26,675	0·43	8·66	8,421	0·14	2·73	17,554
	Lines owned by native states and worked by companies.											
XXXII	AMBLOH	(5·44)	...	...	...	...	...	...	...	...	...	...
XXXVI	THE NIZAM'S GUARANTEED STATE (j)	854·70	5,23,111	0·69	15·34	4,68,705	0·62	13·74	1,50,581	0·20	4·41	2,40,113
XXXVII	THE GAEKWAR'S PETLAD	13·35	5,815	0·30	7·87	11,421	0·58	15·46	2,517	0·13	3·41	4,229
	TOTAL	868·05	5,28,926	0·68	15·18	4,80,126	0·62	13·78	1,53,098	0·20	4·39	2,53,342
	Line owned by native state and worked by state railway agency.											
XL	RAJPURA-BHATINDA	107·94	1,96,045	0·66	14·93	2,61,706	0·87	19·85	81,897	0·27	6·21	1,04,892
	TOTAL	107·94	1,96,045	0·66	14·93	2,61,706	0·87	19·85	81,897	0·27	6·21	1,04,892
	TOTAL STANDARD GAUGE	11,081·95	2,30,18,634	0·51	11·83	3,00,15,680	0·67	15·43	77,73,974	0·18	3·99	1,41,98,495

(a) Including the Delhi-Umballa-Kalka railway in the case of details as they are not given separately in the accounts.
(b) Excluding the working expenses of the Delhi-Umballa-Kalka railway [Rs. 7,01,256] which are shown separately against that railway to arrive at net earnings of that line.
(c) Including the Bhopal-Itarsi, the Sina-Goons and the Bhopal-Ujjain railways.
(d) Expenditure incurred direct by the State.
(e) Including the Jammu and Kashmir railway (Native state section).
(f) Including Rs. 19,262 on account of rent of leased lines.
(g) Train-mileage not recorded.

N.B.—The mileages shown within brackets are not included in the totals as they are included with the mileages of the home lines.

No. 37.

gauge railways during the year ending the 31st December 1895.

RIG.		GENERAL.			STEAM-BOAT.			SPECIAL AND MISCELLANEOUS, INCLUDING RENT OF LEASED LINES AND CONTRIBUTION TO PROVIDENT FUND.			TOTAL.			Serial No.
Per train-mile.	Per cent. on gross earnings.	Amount.	Per train-mile.	Per cent. on gross earnings.	Amount.	Per train-mile.	Per cent. on gross earnings.	Amount.	Per train-mile.	Per cent. on gross earnings.	Amount.	Per train-mile.	Per cent. on gross earnings.	
		*			*		*				*	*	†	
Rs.		Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		
											(b)			
0·29	5·38	16,23,380	0·17	3·37	1,19,479	0·01	0·22	12,52,317	0·12	2·31	1,68,19,009	1·65	31·07	I
0·34	7·80	6,66,216	0·42	9·60	...	...	...	1,34,378	0·08	1·95	33,33,297	2·12	48·48	II
0·34	9·67	5,11,475	0·36	10·22	...	...	...	2,77,835	0·19	5·56	31,79,429	2·25	63·35	III
0·31	7·43	54,542	0·20	4·95	...	...	...	2,142	0·01	0·19	6,28,460	2·38	57·01	V
...	...	(d) 1,486	...	...	...	...	...	...	...	...	(d) 1,486	...	...	VI
...	...	(e) 5,393	...	...	...	...	...	...	...	...	(e) 5,393	...	...	VII
0·29	6·25	30,57,092	0·21	4·45	1,19,479	0·01	0·17	16,66,672	0·11	2·43	3,39,67,574	1·79	35·70	
0·29	7·56	11,94,307	0·13	3·39	75,958	0·01	0·21	(f) 3,90,569	0·04	1·11	1,87,71,384	2·01	53·30	XII
0·28	8·93	9,470	0·17	5·64	...	...	...	2,565	0·04	1·52	1,21,231	2·23	72·28	XIII
0·27	7·79	4,18,742	0·14	4·07	...	...	...	1,47,412	0·05	1·43	50,38,032	1·69	48·95	XIV
0·47	9·41	2,92,646	0·17	3·14	1,83,392	0·10	2·13	1,54,334	0·09	1·79	30,91,134	1·78	35·97	XV
0·40	13·61	1,16,982	0·36	12·35	...	...	...	21,207	0·06	2·24	5,46,582	1·69	57·90	XVI
(g)	29·22	21,734	(g)	5·61	...	...	...	8,365	(g)	2·16	2,10,421	(g)	54·29	XVII
0·34	12·80	1,63,159	0·23	8·58	1,11,219	0·15	5·84	25,253	0·03	1·32	15,75,086	2·18	82·71	XVIII
0·31	8·30	22,17,049	0·14	3·85	3,70,569	0·02	0·64	7,49,716	0·05	1·30	2,93,57,030	1·93	51·04	
0·34	8·69	13,69,836	0·16	4·05	...	...	...	11,31,210	0·13	3·32	1,90,51,761	2·18	56·33	XXIV
0·33	5·59	5,55,914	0·21	3·17	...	...	...	3,27,465	0·12	1·87	66,16,024	2·53	37·69	XXV
0·33	7·43	5,31,943	0·23	5·13	...	...	...	98,966	0·04	0·87	54,08,663	2·11	47·04	XXVI
0·34	7·60	25,07,693	0·18	4·01	...	...	...	15,47,641	0·11	2·47	3,10,76,368	2·23	49·57	
...	...	...	...	...	...	...	...	...	...	...	7,01,049	1·28	48·00	XXVII
0·28	5·70	7,742	0·12	2·51	...	...	...	62,022	0·09	20·15	1,49,065	2·38	48·37	XXVIII
0·28	5·70	7,742	0·12	2·51	...	...	...	62,022	0·09	20·15	8,50,114	1·39	48·07	
...	...	(d) 885	...	...	...	...	...	...	...	...	(d) 885	...	...	XXXII
0·33	7·30	3,10,724	0·41	9·11	...	...	...	(h) 1,31,924	0·16	3·87	18,34,158	2·41	53·77	XXXVI
0·22	5·72	2,304	0·12	3·24	...	...	...	931	0·05	1·26	27,307	1·40	36·96	XXX VII
0·33	7·27	3,14,003	0·40	8·93	...	...	...	1,32,855	0·17	3·81	18,62,350	2·39	53·41	
0·35	7·95	61,949	0·21	4·70	...	...	...	17,917	0·06	1·36	7,25,396	2·42	55·00	XL
0·35	7·95	61,949	0·21	4·70	...	...	...	17,917	0·06	1·36	7,25,396	2·42	55·00	
0·31	7·30	31,65,525	0·18	4·20	4,90,048	0·01	0·25	41,76,893	0·09	2·14	8,78,35,252	1·95	45·14	

(b) Including the Wardha Coal, the Bipad-Mamrád, the Khángaon and the Amráoti railways, but excluding the charges incurred direct by the State.
(f) Including the Kolar Gold-fields railway.
(g) Including Bezwada Extension (East Coast state railway).
(h) Including Rs. 29,119 on account of rent of leased line.
* See also statements Nos. 26 and 36.
† See also statements Nos. 29 and 36 and paragraph 9 of Chapter VIII.

STATEMENT

Working expenses in detail on the standard and metre gauge railways

Serial No.	Railway.	Mean mileage worked (from statement No. 32, pages 130-141).	Maintenance of Way, Works and Stations.			Locomotive.			Carriage and Wagon.			Train
			Amount.	Per train-mile.	Per cent. on gross earnings.	Amount.	Per train-mile.	Per cent. on gross earnings.	Amount.	Per train-mile.	Per cent. on gross earnings.	Amount.
	Metre Gauge.	Miles.	Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		Rs.
	State lines worked by companies.											
XLIII	Bengal and North-Western—											
	Tirhoot section	756·36	5,91,976	0·34	10·46	4,76,544	0·27	8·42	1,50,430	0·09	2·66	4,40,332
	Company's section											
XLV	Rajputana-Malwa	1,673·94	16,34,622	0·26	6·97	39,97,400	0·64	17·05	9,60,802	0·15	4·10	15,23,246
XLVI	Pálanpur-Deesa	17·28	2,652	0·21	6·95	6,505	0·52	17·04	1,555	0·12	4·07	2,471
XLVII	Southern Mahratta (a)	1,556·20	13,07,854	0·39	14·80	17,95,624	0·53	20·32	4,23,230	0·13	4·79	8,63,555
L	South Indian (b)	1,049·39	11,25,965	0·34	12·66	18,72,514	0·56	20·88	5,99,984	0·18	6·69	7,32,288
LI	Mávalaram-Mutupet	53·99	30,520	0·23	12·61	50,712	0·39	20·95	16,227	0·12	6·71	19,815
LII	Assam-Bengal (c)	64·65	48,394	0·30	22·57	64,120	0·40	29·90	10,916	0·07	5·09	46,185
	Total	5,171·75	47,41,973	0·32	10·01	82,63,419	0·55	17·43	21,63,094	0·14	4·57	36,27,897
	State lines worked by the State.											
LIII	Eastern Bengal (State)—											
	Northern and Behar sections (including the Kaunia-Dhardia, 2' 6" gauge, branch)	478·52	5,19,930	0·35	9·67	4,86,923	0·33	9·05	1,40,968	0·10	2·61	4,07,175
	Dacca section	85·92	88,958	0·46	16·54	67,620	0·35	12·57	21,030	0·11	3·91	67,310
LIV	Burma (State)	762·91	10,98,287	0·55	16·36	13,01,077	0·65	19·39	3,47,334	0·17	5·18	7,10,522
	Total	1,327·35	17,07,175	0·47	13·52	18,55,620	0·51	14·69	5,08,741	0·14	4·03	11,85,008
	Assisted companies.											
LVII	Deccan	4·79	4,235	0·36	12·60	5,024	0·42	14·95	1,221	0·10	3·63	4,975
LVIII	Rohilkund and Kumaon (Company's section) (d)	281·82	1,60,447	0·34	13·04	1,80,741	0·39	14·69	54,553	0·12	4·43	1,25,580
LIX	Bengal Doabs	36·40	20,132	0·52	7·94	18,346	0·47	7·24	4,312	0·11	1·70	20,572
LX	Dibru-Sadiya	77·50	1,02,593	0·57	17·07	70,131	0·39	11·67	39,213	0·21	6·52	41,214
	Total	400·51	2,87,407	0·41	13·67	2,74,242	0·39	12·94	99,299	0·14	4·69	1,92,348
	Line owned by native state and worked by company.											
LXIII	The Gaekwar's Messána	92·63	23,519	0·21	6·95	57,666	0·53	17·04	13,800	0·13	4·08	21,913
	Total	92·63	23,519	0·21	6·95	57,666	0·53	17·04	13,800	0·13	4·08	21,913
	Lines owned and worked by native states.											
LXVII	Jodhpore-Bikaneer—											
	Jodhpore section	320·50	1,17,708	0·40	12·08	1,48,842	0·50	15·27	40,532	0·14	4·16	57,980
	Bikaneer section	43·50	9,854	0·21	11·39	15,708	0·49	18·15	5,156	0·16	5·96	6,541
LXVIII	Oodeypore-Chitor	25·28	12,315	0·60	22·87	9,794	0·47	17·91	2,842	0·14	5·20	4,226
LXIX	Bhávnagar-Gondal-Junágarh Porbandar (e)	379·69	4,18,193	0·70	19·67	3,09,956	0·52	14·57	86,941	0·09	2·68	2,10,456
	Total	768·97	5,58,270	0·59	17·22	4,84,300	0·51	14·94	1,05,471	0·11	3·25	2,79,232
	Foreign line.											
LXXIV	West of India Portuguese	51·00	71,474	0·69	12·26	1,12,880	1·10	19·36	18,797	0·18	3·22	71,095
	Total	51·00	71,474	0·69	12·26	1,12,880	1·10	19·36	18,797	0·18	3·22	71,095
	Total Metre Gauge	7,812·21	78,89,818	0·36	11·14	4,10,48,136	0·54	16·66	29,09,203	0·14	4·39	53,77,488

(a) Including the Gootibal-Mysore frontier, the Southern Mahratta (Mysore section), the Kolhapur, the Yesvantpur-Mysore frontier and the Mysore-Nanjangud railways.
(b) Including the Pondicherry railway.
(c) Opened to traffic from 1st July 1895.
(d) Including the Lal Kuan-Bareilly section.
(e) Including the Jetalsar-Rajkot railway.
(f) Harbour charges.

No. 37—*concld.*

during the year ending the 31st December 1895—concld.

P/C.	General.			Steam-boat.			Special and Miscellaneous, including rent of leased lines and contribution to Provident Fund.			Total.			Serial No.
Per train-mile.	Per cent. on gross earnings.	Amount.	Per train-mile.	Per cent. on gross earnings.	Amount.	Per train-mile.	Per cent. on gross earnings.	Amount.	Per train-mile.	Per cent. on gross earnings.	Amount.	Per train-mile.	Per cent. on gross earnings, †	
Rs.		Rs.	Rs.		Rs.	Rs		Rs.	Rs.		Rs.	Rs.		
0·25	7·78	4,19,138	0·21	7·40	2,09,757	0·12	3·70	1,14,677	0·07	2·03	24,02,854	1·38	42·45	XLIII
0·24	6·50	11,72,430	0·19	5·00	...	...	...	1,56,819	0·02	0·67	94,45,319	1·50	40·29	XLV
0·20	6·47	1,899	0·15	4·97	...	...	...	255	0·02	0·67	15,337	1·22	40·17	XLVI
0·26	9·77	8,13,063	0·21	9·20	...	...	...	93,800	0·03	1·06	52,07,126	1·58	59·24	XLVII
0·22	8·17	6,39,035	0·19	7·13	...	...	...	61,543	0·02	0·69	50,31,269	1·51	50·12	L
0·15	8·19	17,311	0·13	7·15	...	...	...	13,770	0·11	5·69	1,48,355	1·13	61·30	LI
0·29	21·54	52,342	0·23	21·64	...	...	...	16	...	0·01	2,22,473	1·30	103·75	LII
0·24	7·65	31,15,715	0·21	6·67	2,09,757	0·01	0·44	4,40,880	0·03	0·93	2,25,63,733	1·50	47·60	
														LIII
0·28	7·57	2,26,337	0·15	4·21	3,42,727	0·23	6·37	43,665	0·03	0·81	21,67,126	1·47	40·29	
0·35	12·21	25,358	0·13	4·66	...	...	...	7,025	0·04	1·30	2,77,005	1·44	51·49	
0·33	10·59	4,12,565	0·20	9·15	62,036	0·03	0·92	76,885	0·04	1·14	40,08,706	1·99	59·73	LIV
0·32	9·28	6,63,955	0·18	5·26	4,04,763	0·11	3·21	1,27,575	0·03	1·01	64,52,837	1·76	51·10	
0·42	14·80	2,640	0·22	7·89	...	...	...	199	0·02	0·59	18,303	1·54	54·48	LVI
0·27	10·21	1,53,744	0·23	12·49	...	...	...	87,710	0·19	7·13	7,62,775	1·64	61·99	LVIII
0·53	8·12	31,207	0·30	12·31	28,331	0·73	11·17	3,172	0·08	1·25	1,26,079	3·24	49·73	LIX
0·23	6·86	77,116	0·42	12·83	...	...	...	1,332	0·01	0·22	3,31,599	1·83	55·17	LX
0·28	9·08	2,84,716	0·38	12·40	28,331	0·04	1·34	92,413	0·14	4·36	12,38,756	1·78	58·47	
0·20	6·47	16,848	0·15	4·98	...	...	...	2,259	0·02	0·67	1,36,005	1·24	40·19	LXIII
0·20	6·47	16,848	0·15	4·98	...	...	...	2,259	0·02	0·67	1,36,005	1·24	40·19	
														LXVII
0·19	5·95	34,798	0·12	3·67	...	...	...	5,623	0·02	0·57	4,05,492	1·37	41·60	
0·20	7·56	4,020	0·13	4·04	...	...	...	163	...	0·19	41,442	1·29	47·89	
0·20	7·73	3,399	0·16	6·21	...	...	...	3,148	0·15	5·75	55,921	1·72	65·67	LXVIII
0·35	9·90	2,02,562	0·34	9·53	...	...	...	29,597	0·04	1·39	12,27,725	2·04	57·74	LXIX
0·29	8·61	2,44,779	0·26	7·55	...	...	...	38,531	0·04	1·19	17,10,583	1·80	53·76	
0·69	12·19	1,09,156	1·06	18·72	(*) 68,558	0·67	11·76	18,972	0·18	3·25	4,70,941	4·87	80·76	LXXIV
0·69	12·19	1,09,156	1·06	18·72	68,558	0·67	11·76	18,972	0·18	3·25	4,70,941	4·87	80·76	
0·26	8·71	44,15,172	0·22	6·66	7,11,409	0·03	1·07	7,20,680	0·04	1·09	3,25,71,855	1·59	49·12	

* See also statements Nos. 26 and 36.
† See also statements Nos. 26 and 30 and paragraph 9 of Chapter VIII.

CHAPTER X.

Rates and fares.

Revised rates for the carriage of coal and railway materials.

Revised rates for the carriage of (1) coal for the general public; (2) coal for foreign lines; and (3) foreign railway materials and stores (excluding coal) were prescribed in Schedules A, B and C, respectively, to Government of India Circular No. 8 Ry., dated the 4th May 1895, for adoption on all state lines and on the East Indian railway.

These rates were also accepted by the Bengal Central, Tarkessur, South Indian, Assam-Bengal, and Oodeypore-Chitor railways, while the Bengal-Nágpur, Indian Midland, Bengal and North-Western, and Rohilkund and Kumaon railways accepted them under certain conditions and with certain exceptions.

The Bombay, Baroda and Central India railway accepted Schedules A and B, and the Great Indian Peninsula and Southern Mahratta railways Schedule C, conditionally.

Rates for luggage and parcels.

2. The rules and rates for luggage and parcels, as drawn up by the Railway Conference of 1893, were adopted on the following railways:—East Indian, Bengal-Nágpur, Indian Midland, North Western (state), Oudh and Rohilkhand (state), Eastern Bengal (state), East Coast (state), Great Indian Peninsula, Bombay, Baroda and Central India, including Rajputana-Malwa, Madras (in through booking only), the Nizam's Guaranteed State, Bengal and North-Western including Tirhoot, Lucknow-Bareilly section of the Rohilkund and Kumaon, Southern Mahratta, South Indian, Assam-Bengal, Burma (state), Jodhpore-Bickaneer, Bhávnagar-Gondal-Junágarh-Porbandar, and Morvi (with slight modifications).

Ordinary passenger fares and goods rates.

3. Statement No. 38 on pages 166 to 169 shows the ordinary passenger fares and goods rates in force on the standard and metre gauge railways on the 31st December 1895.

Alterations in rates and fares.

4. Particulars of the chief alterations made in coaching fares and goods rates during the year under review are given below.

In taking their equivalents in English money and weight, the rupee has been converted at 1*s.* 4*d.* (1 anna = 1 penny), and a ton has been taken as equal to 27·22 maunds.

Coaching fares.

Oudh and Rohilkhand (state) Railway (standard gauge).

5. The third class fare over the Lucknow-Rae Bareli section was reduced from 2½ pies to 2 pies (0·208 to 0·167*d.*) per mile from 1st January 1895.

Eastern Bengal (state) Railway system (standard, metre and special gauges).

6. The passenger fares on the Kaunia-Dharlla branch were assimilated with effect from the 1st August 1895 to those in force on the main line.

The through booking of coaching traffic with the Assam-Bengal railway *vid* Goalundo and Chandpur was introduced with effect from the 1st November 1895.

East Coast (state) Railway (standard gauge).

7. From the 1st January 1895, the fares for 1st and 2nd class passengers were increased from 12 and 6 pies (1*d.* and 0·50*d.*) a mile to 18 and 9 pies (1·50*d.* and 0·75*d.*) a mile, respectively, ordinary and six monthly first and second class return tickets being introduced from the same date, the former at 1½ and the latter at 1½ fares.

Madras Railway (standard gauge).

8. From the 1st January 1895, the fare for third class passengers by ordinary train was increased from 1½ to 2 pies (0·125*d.* to 0·167*d.*) per mile.

Southern Mahratta Railway system (metre gauge).

9. Through booking of passengers between Bangalore City and United Kingdom by the Messageries Maritimes Company was introduced from the 1st November 1895.

Bhávnagar-Gondal-Junágarh-Porbandar Railway system (metre gauge).

10. The charge for return tickets for 1st and 2nd class passengers was increased from a fare and a half to a fare and two-thirds to assimilate with the fares charged by the Bombay, Baroda and Central India railway.

11. There were no alterations of importance in coaching fares during the year on the East Indian, Bengal-Nágpur, Indian Midland, Bengal Central, Great Indian Peninsula, Bombay, Baroda and Central India, Bengal and North-Western, South Indian and Burma (state) railways.

GOODS RATES.

East Indian Railway system (standard gauge).

12. In competition with Bombay, the rates between Ásansol and Howrah, for grain and seeds booked from Bengal-Nágpur railway stations, between Nágpur and Drug, were reduced, from the 1st November 1895, to the minimum of $\frac{1}{10}$th pie per maund (0·227*d.* per ton) per mile; and reduced rates were quoted for kerosine oil from Calcutta to stations on the Jubbulpore line and in the North-Western Provinces.

A new scale of rates was introduced for minerals, other than coal and coke laying down a charge of :

For the first 100 miles	$\frac{1}{2}$	Pie per maund (0·453*d.*, 0·378*d.*, 0·324*d.*, and 0·227*d.* per ton) per mile *plus* terminals.
For extra distances above 100 miles and up to 200 miles.	$\frac{1}{3}$	
For extra distances above 200 miles and up to 500 miles.	$\frac{1}{4}$	
For extra distances above 500 miles.	$\frac{1}{10}$	

In competition with the river reduced rates were quoted for grain and seeds and kerosine oil from and to stations in the neighbourhood of Monghyr and Bhágalpur.

From the 1st November 1895, rates were adjusted under an agreement with the competing lines, for traffic in sugar and jaggree from stations on the Oudh and Rohilkhand and Rohilkund and Kumaon railways, to the Great Indian Peninsula railway and the Malwa section of the Bombay, Baroda and Central India railway.

Bengal-Nágpur Railway (standard gauge).

13. To stimulate the introduction of Berars and Central Provinces cotton into Bengal and the North-Western Provinces, the rates for full pressed cotton from Nágpur and *vid* and Kamptee were reduced in case of traffic to Bengal with effect from the 1st February 1895, and to the North-Western Provinces from the 1st April 1895.

To encourage despatches of rice and other grains from the Central Provinces and Chhattisgarh to Saugor and Damoh and to districts in Bengal, the rates for the same were reduced with effect from the 1st March 1895.

Indian Midland Railway system (standard gauge).

14. To equalize the rates with alternative routes, special rates for the following articles were introduced during the year :

Timber, bones, grain and seeds, telegraph (Government) stores, salt and cocoanuts.

Special through rates in conjunction with the Great Indian Peninsula, Madras and the East Indian railways were also, from time to time, introduced between the Indian Midland railway stations and stations on other railways for—

Hides and skins, machinery, grain and seeds, leather, matches, kerosine oil, army boots, cotton, chillies, paper (coarse), turmeric, timber, gum, cigars and tinsheets.

Eastern Bengal (state) Railway system (standard, metre and special gauges).

15. The rates for grain, salt, tobacco, hides and skins from stations on the Behar section to Calcutta and Chitpore *vid* Dámukdia were reduced during the year in competition with the East Indian railway.

The rate for mineral class goods was assimilated with effect from the 1st November 1895 to that in force on the East Indian railway.

The through-booking of goods traffic with the Assam-Bengal railway *viâ* Goalundo and Chandpur, was introduced with effect from the 1st November 1895.

Bengal Central Railway (standard gauge).

16. The special rate of Re. 0-2-6 per maund (5*s.* 8·050*d.* per ton) for kerosine oil from Budge-Budge *viâ* Khoolna to Burrisal was made permanent, and made applicable to traffic booked to all intermediate stations between Khoolna and Burrisal.

The rate for rice from Khoolna to Calcutta was reduced from Re. 0-1-4 to Re. 0-1-0 per maund (3*s.* 0·290*d.* to 2*s.* 3·220*d.* per ton) for the whole distance.

East Coast (state) Railway (standard gauge).

17. The rate for coal booked to Godávari North, Cocanada Port, and Vizianagram was reduced to Re. 0-1-6, 0-1-9 and 0-2-10 per maund (3*s.* 4·830*d.*, 3*s.* 11·835*d.* and 6*s.* 5·120*d.* per ton) respectively.

From the 20th November 1895, the rates for rice booked from stations between Chicacole Road and Rambha to and *viâ* Bezwada were reduced to $\frac{1}{10}$th pie per maund (0·227*d.* per ton) per mile.

From the 1st December 1895, grain and seeds booked from stations Chicacole Road to Rambha to and *viâ* Cocanada Port was reduced to $\frac{1}{10}$th pie per maund (0·227*d.* per ton) per mile.

Great Indian Peninsula Railway system (standard gauge).

18. In competition with alternative routes, reductions were made in the rates charged for a large number of commodities between Bombay and Agra and Cawnpore and certain other junctions. Rates were also reduced for wheat, grain, and seeds from certain stations on the Bengal-Nágpur railway to Bombay *viâ* Nágpur, and for grain and common seeds in wagon loads from *viâ* Ráichúr to *viâ* Itársi for booking from the Madras railway to and *viâ* Agra and Cawnpore. Through class rates were also revised for certain commodities between Bombay and *viâ* Khandwa, and between Bombay and Nágpur, also in local booking between Jubbulpore and Nágpur and all intermediate stations.

Bombay, Baroda and Central India Railway system (standard and metre gauges).

19. The principal changes in goods rates made during the year were:

An alteration of the rates for coal from Bombay and Dádar to Ahmedabad with a view to encourage the consumption of coal at Ahmedabad; the reduced rate of Rs. 6-4-0 (*8s. 4d.*) per ton quoted for coal in consignments of 3,000 maunds (110·21 tons) and over was made applicable to consignments of coal in full wagon loads, and the rules allowing a rebate of 7½ per cent. on quantities exceeding 10,000 tons during any one half-year introduced. The same terms were subsequently made applicable to Singareni coal booked *viâ* Dádar Junction to Ahmedabad.

In accordance with the arrangements recorded in the Minutes of Meeting held in Bombay on the 5th March 1895, it was arranged to divide for a period of 12 months the total traffic in sugar and jaggree from stations on the Oudh and Rohilkhand, Rohilkund and Kumaon and Bengal and North-Western railways to stations on the Malwa section of the Bombay, Baroda and Central India railway Company's system between Ajanti and Jaora, including Ujjain, one-half of the total traffic being allotted to the Bombay, Baroda and Central India railway, for carriage *viâ* Cawnpore, and the other half to the other railways concerned to be carried *viâ* Khandwa. To give effect to this arrangement, the Company's sugar and jaggree rates were adjusted, with effect from the 1st November 1895.

Consequent upon the carrying capacity of the metre gauge goods stock having been increased, the minimum weight for charge in the case of articles charged at special or lower rates, was raised from 160 to 190 maunds (5·88 to 6·98 tons), with effect from the 1st July 1895, both in local and through booking. Subsequently, the minimum weight for consignments of salt (chargeable at special rates) from Bhándar and Khárághoda from 190 to 270 maunds (6·98 to 9·92 tons) was raised, with effect from the 1st September 1895.

Bengal and North-Western Railway system (metre gauge).

20. With effect from 1st March 1895, to encourage a traffic in cardamums from Nepal and compete with traffic on the Kosi river, the freight for this staple was reduced to 1st class when booked *viâ* either Bahramghât, Mokameh Ghât, or Dígha Ghât.

To start a traffic in timber, unwrought, to Howrah, Sealdah and Chitpore, a through rate of Re. 0-7-1 per maund (16*s.* 0·810*d.* per ton) was introduced from the 1st September 1895 for timber booked from Gorakhpur.

Southern Mahratta Railway system (metre gauge).

21. Rates for cotton loose, oil cakes and grain from Bijápur to Poona were adjusted with those charged by the standard gauge route.

A rebate on coal booked from and *viâ* Bezwada was arranged from the 1st January.

From the 1st March 1895, through rates for gunnies and turmeric from Vizagapatam to Madras were quoted to compete with the sea route, *viâ* Cocanada.

From the 16th March and 1st June 1895, respectively, special through rates of 10 annas and 15 annas 6 pies per maund (£1 2*s.* 8·200*d.* and £1 15*s.* 1·910*d.* per ton) for flour and vacuum oil from Bombay to Bangalore City were quoted, to draw traffic from the sea route *viâ* Madras.

The rate for grain and seeds between Bezwada and Bombay *viâ* Portuguese Frontier was equalized with the Wádi route from the 1st April.

From the 1st June 1895, salt rates from Bombay to certain stations *viâ* Portuguese Frontier were slightly reduced to place salt in those markets instead of the Madras salt.

From the 1st June 1895, a special rate of $\frac{1}{3}$ pie per maund (0·378*d.* per ton) per mile, with terminals, was quoted for rice booked from and *viâ* Bezwada to Southern Mahratta railway stations for distances of 275 miles and over, in order to attract the traffic.

The minimum for bulky articles was reduced from the 1st September to 54 maunds (1·984 tons) for an ordinary 4-wheeled truck, as the minimum of 81 maunds (2·976 tons) was considered too high.

From the 1st June 1895, by an arrangement with the Madras, Great Indian Peninsula and South Indian railways, it was agreed that the rate on goods booked between these railways by any route should be that in force by the shortest route.

South Indian Railway (metre gauge).

22. A terminal of 3 pies per maund (6·80*d.* per ton) in through booking and 6 pies per maund (1*s.* 1·61*d.* per ton) in local booking was introduced from the 1st January 1895.

Burma (state) Railway (metre gauge).

23. From the 1st March 1895, a reduced rate at owner's risk of $1\frac{1}{2}$th pies per 100 viss (0·572*d.* per ton*) per mile was quoted for kerosine oil in full wagon loads from Rangoon to Mandalay and Prome. This rate was also quoted to stations above Sagaing irrespective of weight. The former rate was $2\frac{1}{2}$ pies per 100 viss (1·15*d.* per ton) per mile.

From the 10th July 1895, the rates for timber were reduced to Re. 0-2-3, (2·25*d.*) per 5-ton wagon per mile for distances of 150 miles and under and to Re. 0-2-0 (2*d.*) per mile for distances in excess of 150 miles.

The rate for piece-goods, which was originally Rs. 4-8-6 per 100 viss (£1 17*s.* 1*d.* per ton) from Rangoon to Mandalay, was reduced gradually between the 31st October and 12th November 1895 to Rs. 2-12-0 per 100 viss (£1 2*s.* 6*d.* per ton) in order to compete with river transport. For the same reason the rates between Rangoon and Mandalay for iron and steel which were Rs. 3-0-3 (£1 4*s.* 8*d.* per ton) and Rs. 4-8-6 (£1 17*s.* 1*d.* per ton) were reduced to the following amounts: iron unmanufactured, Rs. 2-4-0, (18*s.* 5*d.* per ton); iron manufactured and steel, Rs. 2-12-0 (£1 2*s.* 6*d.* per ton).

* Converted at the rate of 1 ton = 613·69 viss.

STATEMENT

Passenger fares and goods rates in pies on the standard and metre

[The fares and rates shown in this table can be converted into

Serial No.	RAILWAY.	PASSENGER FARES PER MILE.				GOODS			
		1st class.	2nd class.	3rd or intermediate class.	Lowest class (3rd or 4th)	SPECIAL CLASS PER TON PER MILE.		1ST CLASS.	
						Food-grains.	Coal.	Per ton per mile.	Per maund per mile.
		Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.
	STANDARD GAUGE.								
	State lines worked by companies.								
I	EAST INDIAN (*a*)	18·00	9·00	3·50	2·50	2·72 to 9·07 (*b*)	2·72 to 9·07 (*c*)	9·07	0·33
II	BENGAL-NÁGPUR	18·00	8·00	3·00	2·00	3·02 to 9·07 (*d*)	2·72 to 9·07 (*e*)	9·07	0·33
III	INDIAN MIDLAND (*e*)	12·00	6·00	3·00	(*f*)	2·72 to 9·07	2·72 to 9·07	9·07	0·33
V	GODHRA-RUTLAM-NAGDA	Same as on the Rajputana-Malwa railway					...	...	...
VI	WARDHA COAL	18·00	9·00	(*g*) 4·00	(*h*) 2·00	...	...	Same as on the Great	
	State lines worked by the State.								
XII	NORTH WESTERN (STATE) (*i*)	12·00	6·00	3·09	2·25	3·10 to 5·31	2·72 to 9·07	9·07	0·33
XIV	OUDH AND ROHILKHAND (STATE)	12·00	6·00	4·00	2·0 and 2·50	4·54 to 9·07	2·72 to 9·07	9·07	0·33
XV	EASTERN BENGAL (STATE)	18·00 (*j*) 12·00	9·00 (*j*) 6·00	4·00	2·50	4·36 to 5·44	2·45 to 8·98	9·07	0·33
XVI	BENGAL CENTRAL	12·00	6·00	4·50	3·00 and (*k*) 2·50	2·72 to 5·44	2·45 to 8·98	9·07	0·33
XVII	CALCUTTA PORT COMMISSIONERS'	There is no passenger traffic on this line. Certain up and down rates between fixed points							
XVIII	EAST COAST (STATE)	18·00	9·00	...	2·00	2·72 to 9·07	2·72 to 9·07	9·07	0·33
	Lines worked by guaranteed companies.								
XXIV	GREAT INDIAN PENINSULA (*m*)	12·00	6·00	(*g*) 3·00	(*h*) 2·50	2·83 to 9·07	2·72 to 7·07 (*m*)	(*n*) 10·08 (*p*) 9·53 (*q*) 9·07	(*o*) 0·37 (*p*) 0·35 (*q*) 0·33
XXV	BOMBAY, BARODA AND CENTRAL INDIA	12·00	6·00	3·00	2·25 to 2·50	(*r*)	(*s*)	10·89	0·40
XXVI	MADRAS	12·00	6·00	...	2·00 and 2·50	4·03 to 10·08	3·02 to 10·08	10·08	0·37
	Assisted company.								
XXVIII	TARKESSUR	12·00	6·00	3·50	3·00	Same as on the East Indian railway.			
	Lines owned by native states and worked by companies.								
XXXVI	THE NIZAM'S GUARANTEED STATE (*t*)	18·00	6·00	(*g*) 2·50	(*h*) 2·00	(*u*) 7·00 (*v*) 5·00 to 6·00	3·00 to 5·00	10·08	0·37
XXXVII	THE GAEKWAR'S PETLÁD	12·00	6·00	...	2·50	(*w*) 7·89	10·89	10·89	0·40
XXXVIII	KOLAR GOLD-FIELDS	12·00	6·00	...	2·00	A uniform rate of 13 annas and 4 pies			

No. 38.

gauge railways on the 31st December 1895.

English money at 1s. 4d. to the rupee by taking 1 pie=0·083d.]

RATES.

2ND CLASS.		3RD CLASS.		4TH CLASS.		5TH CLASS.		Serial No.	REMARKS.
Per ton per mile.	Per maund per mile.	Per ton per mile.	Per maund per mile.	Per ton per mile.	Per maund per mile.	Per ton per mile.	Per maund per mile.		
Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.		*N.B.*—The coal rates in force on the East Indian railway apply also to state lines worked by the state and certain other railways, *vide* Chapter X, paragraph 1 *ante*.
13·61	0·50	18·15	0·67	22·68	0·83	27·22	1·00	I	(*a*) The East Indian railway fares and rates obtain also on the Delhi-Umballa-Kalka railway, excepting between Umballa and Kalka, for which the passenger fares are double of those herein quoted.
13·61	0·50	18·15	0·67	22·68	0·83	27·22	1·00	II	(*b*) All stations except Howrah— For first 150 miles . . . 2·07 pies per ton per mile. „ extra distances over 150 and up to 450 miles . . . 1·63 „ „ „ extra distances above 450 miles 1·27 „ „ *East Indian railway.*
13·61	0·50	18·15	0·67	22·68	0·83	27·22	1·00	III	
...	...	...	...	...	...	...	...	V	(*c*) For consignments of less than 300 maunds or 11 tons, 2·07 pies per ton per mile. *Bengal-Nágpur railway.* Consignments of less than a wagon load will be charged for as a full wagon load at the rates shown below unless the coal is bagged, in which case it will be charged at 2·07 pies per ton per mile on actual weight. *East Indian and Bengal-Nágpur railways.* For all distances up to 400 miles inclusive, 4·68 pies per ton per mile. } In consignments of full wagon loads subject to various rebates in proportion to the quantity carried. For all distance over 400 miles— *For* first 400 miles, 4·68 pies per ton per mile. For distances in excess of 400 miles, 2·74 pies per ton per mile.
Indian Peninsula railway.		...	...	...	...	...	...	VI	
13·61	0·50	18·15	0·67	22·68	0·83	27·22	1·00	XII	
13·61	0·50	18·15	0·67	22·68	0·83	27·22	1·00	XIV	
13·61	0·50	18·15	0·67	22·68	0·83	27·22	1·00	XV	(*d*) 9·07 pies per ton per mile for distances from 1 to 300 miles. 8·09 „ „ „ „ 301 to 375 „ 7·31 „ „ „ „ 376 to 400 „ 6·55 „ „ „ „ 401 to 450 „ 6·06 „ „ „ „ 451 to 475 „ 5·29 „ „ „ „ 476 to 525 „ 5·04 „ „ „ „ 526 to 550 „ 4·78 „ „ „ „ 551 to 600 „ 3·02 „ „ „ „ over 600 „
(*f*) 3·31	(*f*) 0·14	(*f*) 4·63	(*f*) 0·17	(*f*) 5·44	(*f*) 0·20	(*f*) 6·80	(*f*) 0·25	XVI	(*e*) Including the Bhopal-Hirsi, the Bina-Goona and the Bhopal-Ujjain railways. (*f*) { First 100 miles, 2·07 pies. Next 200 „ 2·50 „ „ 200 „ 3·33 „ Above 600 „ 2·09 „
obtain on this railway.		...	...	...	...	...	...	XVII	
13·61	0·50	18·15	0·67	22·68	0·83	27·22	1·00	XVIII	(*g*) 3rd class by mail trains.
									(*h*) By trains other than mail.
									(*i*) The North Western (state) railway fares and rates obtain also on the Hyderabad-Sindjpalli and the Rájpura-Bhatinda railways and the Jammu and Kashmir railway (Native state section.)
(*o*) 14·11 (*p*) 14·11 (*q*) 13·61	(*o*) 0·52 (*p*) 0·52 (*q*) 0·50	20·16	0·74	(*o*) 28·23 (*p*) 28·23 (*q*) 25·20	(*o*) 1·04 (*p*) 1·04 (*q*) 0·93	(*o*) 40·33 (*p*) 40·33 (*q*) 34·28	(*o*) 1·48 (*p*) 1·48 (*q*) 1·26	XXIV	(*j*) Between Calcutta and Kánchrápára. (*k*) Between Calcutta and Dattapukur in local booking only. (*l*) Special class rates A to D.
16·34	0·60	21·78	0·80	27·22	1·00	32·66	1·20	XXV	(*m*) Including the Dhond-Manmád, the Khándesh and the Amráoti railways.
									(*n*) The rate is 2·07 pies per ton per mile for consignments of less than 10 tons, and 2·73 to 4·05 pies for consignments of more than 10 tons.
									(*o*) For distance from 1 to 400 miles.
13·61	0·50	18·15	0·67	24·20	0·89	36·29	1·33	XXVI	(*p*) „ „ 401 to 600 „ (*q*) „ „ above 600 „
...	...	...	...	...	...	...	...	XXVIII	(*r*) Food-grains per ton per mile. Pies. } In consignments of 100 maunds or 3·68 tons and over up to 1 ton 150 maunds or 5·52 tons and over 1 to 100 miles . . . 9·53 101 to 200 „ . . . 8·80 201 to 400 „ . . . 4·05 Over 400 „ . . . 2·73 (*s*) For consignments of less than 300 maunds or 11 tons, the rate is 13·98 pies per ton per mile. For all distances up to 400 miles inclusive, 4·49 pies per ton per mile. } In consignments of 300 maunds or 11 tons, but less than 3,000 maunds or 110 tons. For distances over 400 miles— For first 400 miles, 4·49 pies per ton per mile. For distances in excess of 400 miles, 2·99 pies per ton per mile. For consignments of 3,000 maunds, or 110 tons, and over *vide* full wagon load rates in (*r*) above.
14·00	0·51	20·16	0·74	28·23	1·04	40·33	1·48	XXXVI	
16·34	0·60	21·78	0·80	27·22	1·00	32·66	1·20	XXXVII	(*t*) Including the Beravda Extension (East Coast state railway).
									(*u*) Local. (*v*) Through booking.
per ton or about 6 pies per maund obtains on this railway.							...	XXXVIII	(*w*) This rate applies to consignments weighing 100 maunds or 3·68 tons and over.

STATEMENT

Passenger fares and goods rates in pies on the standard gauge metre

[The fares and rates shown in this table can be converted into English

Serial No.	RAILWAY.	PASSENGER FARES PER MILE.				GOODS			
		1st class.	2nd class.	3rd or Intermediate class.	Lowest class (3rd or 4th).	SPECIAL CLASS PER TON PER MILE.		1ST CLASS.	
						Food-grains.	Coal.	Per ton per mile.	Per maund per mile.
	METRE GAUGE.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.
	State lines worked by companies.								
XLIII	BENGAL AND NORTH-WESTERN—								
	TIRHOOT SECTION	18·00	9·00	4·00	2·00	3·39 to 6·80	2·72 to 9·07	9·07	0·33
	COMPANY'S SECTION								
XLIV	ROHILKUND AND KUMAON (LUCKNOW-BAREILLY SECTION).	18·00	9·00	4·00	2·00	6·80	2·72 to 9·07	9·07	0·33
XLV	RAJPUTANA-MALWA	15·00	8·00	3·00	2·00 to 2·25	(*a*)	(*b*)	9·53	0·35
XLVI	PÁLANPUR-DEESA	15·00	8·00	...	2·25	(*c*) 6·80	9·53	9·53	0·35
XLVII	SOUTHERN MARHATTA (*d*)	12·00	6·00	...	2·00	3·40 to 9·07	2·72 to 9·07	9·07	0·33
L	SOUTH INDIAN (*e*)	12·00	4·00	...	2·00	3·31	2·72 to 9·07	9·07	0·33
LII	ASSAM-BENGAL	15·00	9·00	...	3·00	4·54 to 9·07	2·72 to 4·08	9·07	0·33
	State lines worked by the State.								
LIII	EASTERN BENGAL (STATE)—								
	NORTHERN AND BIHAR SECTIONS (including the Kaunia-Dhamla, 2' 6" gauge, branch).	18·00	9·00	4·00	2·50	4·63 to 6·81	2·72 to 9·07	9·07	0·33
	DACCA SECTION	15·00	9·00	4·00	2·50	4·63 to 5·44	2·72 to 9·07	9·07	0·33
LIV	BURMA (STATE) (*f*)	15·00	6·00	...	3·00	3·81 to 5·44	2·72 to 9·07	9·07	0·33
	Assisted companies.								
LVII	DEOGHUR	24·00	...	...	6·00	...	...	...	...
LVIII	ROHILKUND AND KUMAON (COMPANY'S SECTION).	35·00	15·00	...	3·11	6·80	2·72 to 9·07	9·07	0·33
LIX	BENGAL DOOARS	36·00	21·00	6·00	3·00	32·66	32·66	27·22	1·00
LX	DIBRU-SADIYA	18·00	9·00	4·00	...	...	4·08	27·22	1·00
	Line owned by native state and worked by company.								
LXIII	THE GAEKWAR'S MEHSÁNA	15·00	8·00	...	2·25	(*e*) 6·80	9·53	9·53	0·35
	Lines owned and worked by native states.								
LXVII	JODHPORE-BIKANEER—								
	JODHPORE SECTION	18·00	6·00	...	2·00	(*f*) & (*j*)	(*f*) & (*j*)	13·61	0·50
	BIKANEER SECTION								
LXVIII	CODETTORE-CHITOR	15·00	8·00	...	2·25	(*e*) 6·80	9·53	9·53	0·35
LXIX	BHÁVNAGAR-GONDAL-JUNÁGARH-PORBANDAR (*k*).	12·00	6·00	...	2·75	8·00	4·00 to 8·00	10·89	0·40
	Foreign line.								
LXXIV	WEST OF INDIA PORTUGUESE	12·00	6·00	...	2·50	8·00	5·13	10·00	0·36

No. 38—*concld.*

gauge railways on the 31st December 1895—concld.

money at 1s. 6d. to the rupee by taking one pie=0·03d.]

RATES.

2ND CLASS.		3RD CLASS.		4TH CLASS.		5TH CLASS.		Serial No.	REMARKS.
Per ton per mile.	Per maund per mile.	Per ton per mile.	Per maund per mile.	Per ton per mile.	Per maund per mile.	Per ton per mile.	Per maund per mile.		
Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.		*N.B.*—The *coal rates* in force on the East Indian railway apply also to state lines worked by the state and certain other railways, *vide* Chapter X, paragraph 1 *ante*.
13·61	0·50	18·15	0·67	22·68	0·83	27·22	1·00	XLIII	
13·61	0·50	18·15	0·67	22·68	0·83	27·22	1·00	XLIV	
14·29	0·52	19·05	0·70	23·14	0·85	27·22	1·00	XLV	(a) *Vide* remark (r) on page 167. (b) For consignments of less than 300 maunds or 11 tons the rate is 0·43 pies per ton per mile. For consignments of 300 maunds but less than 3,000 maunds or 110 tons and of 3,000 maunds and over *vide* remarks (a) on page 167.
14·29	0·52	19·05	0·70	23·14	0·85	27·22	1·00	XLVI	
13·61	0·50	18·15	0·67	22·68	0·83	27·22	1·00	XLVII	(c) This rate applies to consignments weighing 100 maunds or 3·68 tons and over.
13·61	0·50	18·15	0·67	22·68	0·83	27·22	1·00	L	(d) Including the Gentakal-Mysore frontier, the Southern Mahratta Mysore section), the Kalhapur, the Yewanipur-Mysore frontier, and the Mysore-Nanjangúd railways.
13·61	0·50	18·15	0·67	22·68	0·83	27·22	1·00	LII	(e) Including the Máyavaram-Mutupet and the Pondicherry railways.
13·61	0·50	18·15	0·67	22·68	0·83	27·22	1·00	LIII	
13·61	0·50	18·15	0·67	22·68	0·83	27·22	1·00		
13·61	0·50	18·15	0·67	22·68	0·83	27·22	1·00	LIV	(f) The standard weight on this railway is the *wisa*, one ton being equal to 613·69 *wisa* and one *maund* to 22·6 *wisa*.
...	...	...	...	...	...	...	...	LVII	(g) Between Bareilly junction and Kichha.
(g) 9·07 (h) 13·15	(g) 0·33 (h) 0·67	(g) 13·61 (h) 27·22	(g) 0·50 (h) 1·00	(g) 20·41 (h) 40·83	(g) 0·75 (h) 1·50	54·44	2·00	LVIII	(h) Between Kichha and Káthgodám.
32·66	1·20	48·99	1·80	68·05	2·50	...	...	LIX	
54·44	2·00	81·66	3·00	...	...	...	...	LX	
14·29	0·52	19·05	0·70	23·14	0·85	27·22	1·00	LXIII	
20·41	0·75	25·86	0·05	31·30	1·15	36·75	1·35	LXVII	(i) First 100 miles, 10·20 pies per ton per mile. Over 100 miles, 8·17 „ „ „ „ „
14·29	0·52	19·05	0·70	23·14	0·85	27·22	1·00	LXVIII	(j) Per wagon load (for grass) } first 100 miles, 0-4-0 a wagon. over 100 „ 0-3-0 „
16·34	0·60	21·78	0·80	27·22	1·00	32·66	1·20	LXIX	(k) Including the Jetalsar-Rájkot railway.
14·00	0·51	23·00	0·87	34·00	1·24	48·00	1·76	LXXVI	

CHAPTER XI.

Fuel consumption.

The total quantity of fuel consumed on the standard and metre gauge railways during 1895 compares with the previous year as follows :

Years.	Coal.			Coke.	Patent fuel.	Wood.
	English.	Indian.	Total.			
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Previous year .	127,520	1,059,158	1,186,678	3,590	2,694	339,657
1895 .	145,213	1,116,481	1,261,694	3,140	4,097	311,512

2. The total consumption of coal during 1895 was 6·32 per cent. greater than in 1894. The quantities of English and Indian coal used increased by 13·87 and 5·41 per cent., respectively. The total consumption of patent fuel increased by 52·08 per cent., while the consumption of coke and wood decreased by 12·53 and 8·29 per cent., respectively.

3. The average cost per ton of the actual quantities consumed, the consumption per train-mile, per engine mile and per thousand gross ton-miles, and the cost per ton stated in terms of Bengal coal will be found in Statement No. 39 on page 177.

The equivalents which have been generally employed for converting the various descriptions of fuel into terms of Bengal coal are as follows, one ton of Giridih (Kurhurbaree) best steam coal being taken as the standard :

Description.	Equivalents.	Co-efficients. Tons.
Giridih (Kurhurbaree) best steam coal	1·00	1·00
Kurhurbaree (E. I. Ry.) selected large coal	0·90	1·11
Welsh best steam coal	0·80	1·25
Patent fuel	0·70	1·43
Singareni coal	1·05	0·95
Bengal or Barákar steam coal	1·10	0·90
Umaria coal	1·25	0·80
Mohpáni coal	1·50	0·66
Warora coal	1·80	0·56
Wood fuel	2·50	0·40

These factors have been arrived at from a careful examination and comparison of the results of trials carried out within recent years on several railways, and are believed to represent the relative values of the different fuels as nearly as possible. As the figures are only approximate, however, it is not intended that they should be used where more reliable results have been obtained by actual experiment.

The table on page 178 shows the equivalent of one ton of Giridih (Kurhurbaree) best steam coal in terms of other descriptions of fuel as used by some of the principal railways.

Particulars regarding the descriptions of fuel in use on the principal lines are given in the following paragraphs.

East Indian Railway system (standard gauge).

4. Kurhurbaree coal was used throughout the system, excepting on the Jubbulpore branch, where an experiment was tried of using on two of the trains a mixture of half Kurhurbaree and half Umaria coal. On the other trains on the Jubbulpore branch, Giridih coal alone was used. The result of the experiment made to determine the comparative value of Umaria coal was as under :

Kurhurbaree coal.	Umaria coal.	Mixed coal (½ Kurhurbaree and ½ Umaria).
Tons.	Tons.	Tons.
100	149	116

The rates for Kurhurbaree coal were Rs. 2-0-0 per ton from January to March and October to December, and Rs. 2-6-0 per ton from April to September, delivered into wagons at Giridíh; the rates for Umaria coal were Rs. 4-3-0 per ton from January to July, and Rs. 4-0-0 per ton from August to December, delivered into wagons at Katni.

The total actual quantity of coal and coke used was as follows:

	Tons.
Coal	287,904
Coke	3,149

Bengal-Nágpur Railway (standard gauge).

5. The coal used during the year on the different sections of the line was obtained from the following sources:

On the main line (between Asansol and Nágpur) and on the branch lines (between Jhárswguda and Sambalpur and Biláspur and Sahdol).	Bengal Coal Company, at Rs. 3-8-0 per ton, delivered into wagons at Radhanagar. Laik Coal Company, at rates varying from Rs. 3-4-0 to Rs. 4-8-0, delivered into wagons at Kúrásgarh, Kalohathan, and on the Sanctoria branch. Mr. J. Deveria, at Rs. 4-12-0 per ton, delivered into wagons at mile 618, Bengal-Nágpur railway.
On the branch line (between Sahdol and Katni).	Umaria colliery, at Rs. 4-3-0 per ton, from January to July 1895, and at Rs. 4-0-0 per ton, from August to December 1895, delivered into wagons at pit's mouth.

The coal supplied has been of good quality, and the arrangements for delivery were fairly satisfactory.

The actual quantities of the different descriptions of coal consumed during the year were:

	Tons.
Bengal coal	34,023
Umaria coal	3,900

Indian Midland Railway system (standard gauge).

6. The coal consumed during the year was supplied by the Umaria colliery, at Rs. 4 per ton, delivered into wagons at pit's mouth.

The actual quantities of fuel used during the year were:

	Tons.
Umaria coal	39,930
Firewood, in terms of Kurhurbaree coal	909

North Western (state) Railway system (standard gauge).

7. The fuel chiefly used on the different sections of the system was obtained principally from the following sources:

Between Lahore and Ghárisbad with branches ...	Kurhurbaree coal supplied by the Ranigange Coal Company by contract at Rs. 4 per ton, delivered into wagons at Giridíh-Semapore.
Between Lahore and Pesháwar, excluding Khusálgarh branch.	Barákar coal supplied by the Barákar Coal Company at Rs. 4 per ton, delivered into wagons at Barákar, Chanch branch.
Between Lahore and Montgomery on mail and passenger trains.	Gourangdih coal supplied by the Barákar Coal Company at Rs. 3-4-0 per ton, delivered into wagons at Sítárámpur-Alipore siding.
	Bengal coal supplied by the East Indian railway at Rs. 2 and Rs. 2-8 per ton, delivered into wagons at Giridíh.
Constantly throughout Sind-Ságar railway.	Dandot coal supplied from the Khewra and Bhaganwala Government collieries at Rs. 9 and 10 per ton, delivered in towagons at Kalapani and Haranpur stations.
Constantly between Ráwalpindi and Pesháwar and branches.	
Occasionally between Lahore and Phillour on goods trains.	
Occasionally between Lahore and Montgomery on goods trains.	
Occasionally on the Bájpura-Bhátinda railway.	
Whole year on the Sind-Pishin state railway down to Ruk.	Khost and Sharigh coal supplied from the Khost and Sharigh Government collieries at Rs. 18 per ton, delivered into wagons at the Khost and Sharigh stations.
Occasionally between Ruk and Sukkur.	
Whole year on the Sind-Pishin state railway.	Patent fuel made of Khost slack supplied by the Executive Engineer, Khost coal mines, at Rs. 27 per ton, delivered into wagons at Quetta.

Constantly between Kurrachee and Kotri; also on the Sind-Pishin state railway.	English coal supplied from England through Messrs. Forbes, Forbes and Company, delivered in to wagons at Kiámari at an average rate of Rs. 20-0-4 per ton for the year.
Whole year between Kotri and Dádú on mail and passenger trains, and occasionally on goods trains, also on failure of wood.	
Constantly between Montgomery and Kotri	Firewood from the Baháwalpur state supplied at different stations between Reti, Samásata and Sukkur, at Rs. 50 and Rs. 46 per 1,000 cubic feet. Firewood from the Punjab forests, supplied at different stations between Wan Rasharam and Gilawala at Rs. 56-10-8 and Rs. 60 per 1,000 cubic feet. Firewood from the Sindh forests, supplied at different stations between Reti and Kotri, including Rak to Jacobabad, at an average rate of Rs. 45 per 1,000 cubic feet.

The actual quantities of the different descriptions of fuel used were:

	Tons.
Bengal coal	87,727
English coal	26,717
Khost and Sharigh coal	10,213
Dandot coal	66,139
Patent fuel (Khost)	2,784
Patent fuel (Dandot)	28
Patent fuel (English)	474
Khattan oil	156
Firewood, in terms of Kurhurbaree coal	47,023

Oudh and Rohilkhand (state) Railway (standard gauge),

8. The quantity of coal used during the year on all sections of the line was as follows:

54,016 tons from Giridih at Rs. 3-2-0 per ton up to 4,500 maunds monthly, and at Rs. 4-0-0 per ton above 4,500 maunds monthly; and 2,213 tons from Barákar at Rs. 3-12-0 per ton, delivered into wagons at Rakobathan.

The coal supplied under these contracts has been of good quality, and the arrangements for delivery were satisfactory.

Eastern Bengal (state) Railway system (standard, metre and special gauges).

9. The coal chiefly used during the year on the different sections of the line was obtained from the following sources:

On the Eastern (Calcutta to Goalundo and branches), Southern (Calcutta to Port Canning and branches), and Central (Dum-Dum to Khoolna and Ránaghat to Bongong) sections.	Barákar coal, supplied by the Barákar Coal Company at Rs. 3-12 per ton, delivered into wagons at Barákar. Gourangdih coal, supplied by the Barákar Coal Company at Rs. 3-4 per ton, delivered into wagons at the Gourangdih colliery.
On the Northern (Sára Ghát to Siliguri and branches), Behar (Manihari to Dinagepore and branches), and Kaunia-Dharlla sections.	Gourangdih coal at Rs. 3-4-0 per ton, delivered into wagons at the Gourangdih colliery, and Assam coal at Rs. 11-0-0 per ton, delivered at Sára and Jatrapur.
On the Dacca (Náráyanganj to Mymensingh) section	Barákar coal, supplied by the Barákar Coal Company at Rs. 3-12 per ton, delivered into wagons at Barákar.

The actual quantities of the different descriptions of coal used were:

	Tons.
Bengal coal	76,830
Assam coal	1,672

East Coast (state) Railway (standard gauge).

10. The description of fuel used during the year was as under:

2,324 tons of Bengal coal delivered at Vizagapatam at rates varying from Rs. 9-8-0 to Rs. 13-0-0 per ton.

10,552 tons of Singareni screened, 4,117 tons of unscreened and 2,612 tons of washed nuts, delivered into wagons at Bezwada, at Rs. 9, Rs. 7-8-0 and Rs. 6-0-0 per ton, respectively.

During January, February and March, coal was obtained direct from the Deccan Coal Company, and then on contract. Singareni unscreened coal was used on the Bezwada-Gódávari section, but as it became much pulverized by handling at the ferry, screened coal was obtained for use on the section north of the Gódávari. The Singareni washed nuts coal was not a success.

Great Indian Peninsula Railway system (standard gauge).

11. The descriptions of coal used during the year on the different sections of the railway system are shown below :

On the Konkan district (Bombay to Karjat and Bombay to Kására)	English, Nerbudda, Umaria large, Umaria nuts, Singareni unscreened, patent fuel, and Bengal sea-borne.
On the Bhore Ghát (Karjat to Lonávla)	English and Singareni unscreened.
On the Thul Ghát (Kására to Igatpuri)	English and Umaria large.
On the south-east line (Lonávla to Raichur)	English and Singareni unscreened.
On the Dhond-Manmád section	Singareni unscreened, Umaria large, Umaria nuts, and Warora
On the north-east line (Igatpuri to Nándgaon)	English, Umaria large and nuts, Nerbudda and Warora.
On the north-east line (Nándgaon to Bhusával)	English, Warora, Nerbudda and Umaria large and nuts.
On the north-east line (Bhusával to Khandwa)	English, Umaria large and nuts, Nerbudda, Warora, and Sanctoria.
On the north-east line (Khandwa to Jubbulpore)	English, Umaria large and nuts, and Nerbudda.
On the Nágpur-Bhusával section	Sanctoria, Warora, Umaria large and nuts.
On the Wardha Warora section	Warora.
On the Khámgaon section	Sanctoria and Warora.
On the Amráoti section	Sanctoria, Umaria large and nuts.

The rates at which the different descriptions of coal was purchased and the places of delivery are given below :

Description of coal.	Quantity.	Rate per ton.	Place of delivery.
	Tons.	Rs. A. Rs. A	
English	53,849	16 8 to 17 0	Into boats at Bombay.
Bengal sea-borne	73	12 8 to 14 8	
Patent fuel, in terms of Kurhurbaree coal	165	17 0 to 17 8	
Singareni, unscreened	46,574	4 8	Into wagons at Yellandu.
Nerbudda	10,776	6 0	Into wagons at Mohpáni.
Warora	50,231	4 8	Into wagons at pit's mouth.
Sanctoria	7,228	3 0	Into wagons at pit's mouth.
Umaria, large	26,013	4 0	Into wagons at Umaria.
Umaria washed nuts	6,472	2 2	Into wagons at Umaria.
Firewood, in terms of Kurhurbaree coal	832	3 10 to 7 0	

Bombay, Baroda and Central India Railway system (standard gauge).

12. The descriptions of fuel used on the railway system during the year were :

	Tons.
English coal	21,955
Bengal coal	32,648
Singareni coal	11,843
Patent fuel, in terms of Kurhurbaree coal	51
Firewood, in terms of Kurhurbaree coal	471

The average price per ton of English coal paid for in India at a rate fixed in rupees was Rs. 18-13-0 per ton, the average price of Bengal sea-borne coal was Rs. 14-14-0 per ton, delivered into boats at Bombay, and of Singareni coal Rs. 14-6-0 per ton, delivered into wagons at Dadur Junction. Firewood was partly purchased at Godhra and partly supplied by the Company's engineering department at an average rate of Rs. 5-5-0 per ton.

Madras Railway system (standard gauge).

13. The description of fuel chiefly used on the different sections of the railway during the year is shown below:

Section.	Description of fuel used.
Madras to Jalarpet Madras to Rénigunta Cuddapah to Raichúr	Singareni coal at rates varying from Rs. 13-5-4 to Rs. 14-0-0 per ton.
Rénigunta to Cuddapah	Singareni coal and firewood.
Jalarpet to Bangalore Jalarpet to Calicut	Firewood at rates varying from Rs. 3-8-8 to Rs. 6-13-0 per ton.

The Singareni coal which was delivered by a contractor has been of fairly good quality. The price at which it is now supplied is somewhat less than that paid for it in 1894, and this fact has led to its continuance as a fuel on this railway to the exclusion of the somewhat better, though more costly, Bengal coal. The firewood used has been chiefly procured from Government forests along the line of railway through the agency of contractors. In a few cases supplies have been obtained from private jungles.

The actual quantities of the different descriptions of fuel used during the year were:

	Tons.
Singareni coal	28,351
Bengal coal	98
Patent fuel, in terms of Kurhurbaree coal	26
Firewood, in terms of Kurhurbaree coal	31,165

The Nizam's Guaranteed State Railway system (standard gauge).

14. The description of fuel used during the year on this line was Singareni unscreened, steam and nut coal (20,399 tons).

The coal was supplied under contract with the Hyderabad Deccan Company at Rs. 4-5-0 per ton unscreened, Rs. 6-0-0 per ton steam, and Rs. 3-8-0 per ton nut, delivered at pit's mouth and has been of good quality. The arrangements for delivery were satisfactory.

Bengal and North-Western Railway system (metre gauge).

15. Kurhurbaree and New Beerbhoom coal were used during the year on the whole of the Tirhoot section and on the Bengal and North-Western section as far as Goraklipur. Wood fuel from the Forest department was used on the sections west of Gorakhpur.

The rate paid for Bengal coal was Rs. 5-0-0 per ton delivered into wagons at Giridih and Asansol, and for wood fuel, Rs. 3-2-0 per ton delivered in stacks.

The actual quantities of the different kinds of fuel used were as follows:

	Tons.
Bengal coal	19,217
Wood fuel, in terms of Kurhurbaree coal	3,040

Rajputana-Malwa Railway system (metre gauge).

16. Bengal coal was used over the whole line, English coal between Ajmere, Sábarmati and Khandwa and Singareni coal between Ajmere, Neemuch, Sojat Road and Ferozepore. Australian coal was tried between Sábarmati and Abu. Firewood and unserviceable sleepers were issued over the whole line for lighting up engines.

The actual quantities of the different descriptions of fuel used were:

	Tons.
Bengal coal	48,961
English coal	26,784
Australian coal	5,501
Singareni coal	7,926
Firewood, in terms of Kurhurbaree coal	469

The rates paid for Bengal coal varied from Rs. 3 to Rs. 13-8-0 per ton, and the rate for Singareni coal was Rs. 14-4-0 per ton, delivered into wagons. The rates paid for English coal were Rs. 17 and 17-4-0 per ton, and the rate for Australian coal was Rs. 14-0-0 per ton, delivered at the port of Bombay. Firewood was purchased locally at Rs. 8-3-0 per ton.

Southern Mahratta Railway system (metre gauge).

17. The description of fuel chiefly used during the year on the several sections of the railway system is shown below:

On the Harihar-Nanjangúd section, On the main line (Gadag to Bezwada). On the Guntakal-Hindupur section. On the Bijápur branch (Hotgi to Gadag).	Singareni unscreened coal at Rs. 4-8-0 per ton, delivered into wagons at the colliery.
On the Poona branch (Poona to Miraj) On the Poona branch (Miraj to Londa). On the Kolhápur-Miraj section. On the main line (Castle Rock to Gadag). On the Harihar branch (Hubli to Harihar)	Firewood at rates varying from Rs. 4-4-0 to Rs. 6-12-0 per ton delivered in stacks at contract depôts.

The fuel supplied has been of good quality and arrangements for delivery were satisfactory. The use of Singareni unscreened coal was extended to the Poona-Miraj section in the early part of the year, owing to firewood supplied from the Kanara forests having proved expensive.

The actual quantities of the different descriptions of fuel used were:

	Tons.
Singareni coal	37,111
Giridih coal	11
Firewood, in terms of Kurhurbaree coal	19,692

South Indian Railway system (metre gauge).

18. The coal used during the year on the different sections was obtained from the following sources:

Throughout the system, with the exception of the Pákala-Dharmavaram and Nellore-Tirupati sections.	Borrea coal from Sitarámpur, delivered at the ports of Tuticorin and Negapatam at Rs. 14-4-0 to Rs. 16-10-0, Cuddalore, Rs. 13 8-0 to Rs. 13-14-0, and Madras, Rs. 15-4-0 to Rs. 15-14-0 per ton.
Throughout the system, with the exception of the Tuticorin and Tinnevelly sections.	Singareni coal, delivered at Dharmavaram at Rs. 13-12-0 to Rs. 15, and at Madras port at Rs. 15-8-0 per ton.
On the southern section (Madura to Máyavaram, including the Negapatam branch).	Kurhurbaree coal, delivered at Negapatam port at Rs. 15-12-0 per ton.

The actual quantities of the different descriptions of fuel used were:

	Tons.
Borrea coal	13,970
Singareni coal	23,878
Kurhurbaree coal	372
Firewood, in terms of Kurhurbaree coal	14,891

Assam-Bengal Railway (metre gauge).

19. Throughout the year, Assam coal (2,061 tons) was used. The rate paid was Rs. 14-0-0 per ton, delivered at Chandpur. The coal supplied was of good quality, and the arrangements for delivery were satisfactory.

Burma (state) Railway (metre gauge).

20. The fuel chiefly used during the year on the whole line was as follows:

Bengal coal of various kinds at an average rate of Rs. 14-2-0 per ton, delivered at Rangoon.

Thingadaw (Burma) coal at Rs. 10-13-0 per ton, delivered at Mandalay and Sagaing.

Wood fuel at an average rate of Rs. 4-6-0 per 100 cubic feet, delivered at various depôts in Upper Burma.

From January 1895 to the end of December 1895, 9,677 tons of Burma coal were delivered at Mandalay.

In July 1895, 100 tons of special Thingadaw coal was tried with the result that the coal was found to be much superior to that formerly supplied, the consumption having dropped from 219 lbs. to 189 lbs. per 1,000 ton-miles.

The actual quantities of the different descriptions of fuel used were:

	Tons.
Bengal coal	21,837
Thingadaw (Burma) coal	9,675
Australian coal	8
Patent fuel, in terms of Kurhurbaree coal	548
Wood fuel, in terms of Kurhurbaree coal	4,116

Rohilkund and Kumaon Railway system (metre gauge).

21. The description of fuel used on the different sections of the Rohilkund and Kumaon railway is shown below:

Between Lucknow and Mailáni on the Lucknow Bareilly section.	Bengal coal at the rate of Rs. 4-4-0 per ton, delivered into wagons at Giridíh.
Between Mailáni and Bareilly on the Lucknow-Bareilly section, and between Bareilly and Káthgodám on the Company's section.	Wood fuel at the rate of Rs. 2 13-8 per ton, delivered on the cess of the line.

Wood fuel was more extensively used during the year, but that obtained from the Government Kheri forests was very inferior in quality.

The actual quantities of coal and wood fuel used were:

	Tons.
Bengal coal	2 422
Wood fuel, in terms of Kurhurbaree coal	4,579

Jodhpore-Bickaneer Railway (metre gauge).

22. Welsh (1.9 7 tons) and Giridíh (1,696 tons) coal was used throughout the year on both the Jodhpore and Bickaneer sections of the line. The rates paid were Rs. 17 6-0 per ton for Welsh coal, delivered at the port of Bombay, and Rs. 5-0-0 per ton for Giridíh coal, delivered at Giridíh.

Bháenagar-Gondal-Junágarh-Porbandar Railway system (metre gauge).

23. The coal used during the year was chiefly Cardiff (Powell Duffryn) for locomotive purposes and Welsh Hartley for workshop purposes, purchased at the rate of Rs. 21-15-0 and Rs. 20-15-0 per ton, respectively.

About 100 tons of Singareni coal and 300 tons of Dutton's coal were obtained for trial; the latter was purchased at Rs. 20-11-0 per ton, while the former was supplied free at Wadhwán Junction, the carriage alone having been paid by the railway from that point. These two descriptions of coal were not found to be satisfactory.

The actual quantities of the different descriptions of fuel consumed were:

	Tons.
English coal	6,255
Singareni coal	106
Firewood, in terms of Kurhurbaree coal	54

STATEMENT No. 39.

Particulars of fuel consumption on the principal railways during 1895.

Serial No.	RAILWAY.	Description of fuel.	Total actual quantity consumed in terms of coal.	Average cost per train-mile.	Cost per train-mile.	CONSUMPTION STATED IN TERMS OF GIRIDIH (KARKURBARREE) BEST PEAK COAL. (a)				Average cost per ton in terms of Giridih (Karkurbarree) best peak coal.	Average lead.	
						Total quantity.	Per train-mile.	Per engine mile.	Per 1,000 gross ton-miles.			
	STANDARD GAUGE.		Tons.	Rs.	As.	Tons.	lbs.	lbs.	lbs.	Rs.		Miles.
I	EAST INDIAN . . .	Bengal coal and coke . .	277,537	2·26	0·01	277,537	57·11	47·49	151·60	2·26	Coal, Coke,	261·41 234·61
II	BENGAL-NAGPUR . .	Bengal and Umaria coal; but principally Bengal coal .	37,928	3·61	1·40	33,745	48·18	42·90	127·58	4·08	Bengal, Umaria,	284·37 4·48
III	INDIAN MIDLAND (b) .	Umaria coal and wood; but principally Umaria coal .	40,329	7·35	3·37	31,263	49·60	44·70	159·86	9·51	Umaria, Wood,	317·14 232·39
XII	NORTH WESTERN (STATE) (b).	English, Bengal, Khost and Dandot coal; also patent fuel and wood	220,260	14·07	5·12	196,079	45·39	40·27	136·45	15·80	See foot note (c)	
XIV	OUDH AND ROHILKHAND (STATE).	Giridih and Barakar coal, but principally Giridih coal .	56,229	9·32	2·81	56,008	42·98	35·71	131·44	9·36	Giridih, Barakar,	444·01 553·00
XV	EASTERN BENGAL (STATE) (c).	Bengal coal	52,751	3·04	2·46	43,008	46·82	36·01	154·91	7·41		
XVIII	EAST COAST (STATE) .	Bengal and Singareni coal, but principally Singareni coal .	19,605	8·72	3·79	18,888	53·84	50·52	189·72	9·05	Bengal, Singareni,	1·00 151·68
XXIV	GREAT INDIAN PENINSULA (b).	English, Warora, Umaria, Bengal, Nerbudda, and Singareni coal; also patent fuel and wood	201,753	9·95	3·67	172,850	44·24	39·03	150·21	11·61	See foot note (f).	
XXV	BOMBAY, BARODA AND CENTRAL INDIA (b).	English, Bengal, and Singareni coal; also patent fuel and wood	66,778	16·05	6·52	68,429	58·27	50·05	152·73	15·08	English, Singareni, Bengal, Wood, Patent fuel,	132·22 148·73 156·47 44·00 6·00
XXVI	MADRAS (b) . . .	Bengal and Singareni coal and wood; also patent fuel; but principally wood . .	(d) 154,945	5·11	4·93	54,868	47·83	40·62	165·51	14·42	Wood,	14·54
XXXVI	THE NIZAM'S GUARANTEED STATE (b).	Singareni coal . . .	20,399	4·67	2·00	16,931	49·03	43·06	148·16	5·62	Singareni,	109·00
	METER GAUGE.											
XLIII	BENGAL AND NORTH-WESTERN— TIRHOOT SECTION . COMPANY'S SECTION .	Bengal (Giridih) coal and wood; but principally Bengal coal .	23,257	6·73	1·33	22,257	28·70	24·00	144·89	6·73	Giridih, Wood,	232·83 16·83
XLV	RAJPUTANA-MALWA (b) .	English, Australian, Bengal and Singareni coal and wood; but principally Bengal coal .	93,050	18·01	4·16	90,346	54·65	30·32	159·21	16·60	English, Giridih, Borrea, Serampur, Singareni, Australian,	458·26 794·03 756·27 797·43 726·20 418·09
XLVI	SOUTHERN MAHRATTA (b)	Singareni coal and wood; but principally wood . . .	(d) 121,577	4·16	2·42	50,657	33·89	31·31	193·68	9·98	Singareni, Wood,	443·76 95·89
L	SOUTH INDIAN (b) . .	Bengal and Singareni coal and wood	57,511	14·55	3·80	44,029	29·01	24·66	179·60	18·63	Bengal, Wood,	138·41 54·56
LII	ASSAM-BENGAL . .	Assam coal	2,051	14·00	2·8·	2,287	51·68	25·54	*	12·72	Assam,	0·07
LIII	EASTERN BENGAL (STATE)— NORTHERN AND BEHAR SECTIONS (including the Kaunia-Dhubri, 2'6" gauge, branch) .	Bengal and Assam coal .	23,237	6·86	1·69	20,098	30·60	25·11	172·39	7·73	Assam,	621·00
	DACCA SECTION . .	Bengal coal	3,115	6·81	1·75	2,751	31·35	24·78	223·19	7·70		
LIV	BURMA (STATE) . .	Bengal and Burma coal, patent fuel and wood; but principally Bengal coal . . .	36,184	13·23	3·32	30,398	33·90	28·34	167·96	15·76	Thingadaw, Borrea, Beechboom, Patent fuel,	176·15 294·71 281·22 6·69
LVIII	ROHILKUND AND KUMAON (including Lucknow-Bareilly section).	Bengal coal and wood; but principally wood . .	(d) 17,502	4·00	2·41	7,001	33·60	27·55	189·65	10·01	Bengal coal, Wood,	580·92 57·66
LXVII	JODHPORE-BICHANDER—											*
	JODHPORE SECTION .	English and Giridih coal	3,297	21·53	4·27	3,738	29·2·	26·46	163·72	21·64	Welsh, Giridih,	604·17 96·94
	BICHANDER SECTION .		346	24·34	4·19	352	27·35	26·66	184·04	21·47	Welsh, Giridih,	655·00 962·20
LXIX	BHÁVNAGAR-GONDAL-JUNAGARH-PORBANDAR (b) . . .	English and Singareni coal and wood	6,415	21·76	3·72	7,974	29·71	27·46	184·46	17·61	English, Singareni,	60·98 3·49

* Information not received.

(a) See paragraph 3 of this chapter.

(c) Bengal, 1,051·09; Dandot, 131·03; English, 79·00; Khost, 71·00.

(b) Including branch lines worked.

Patent fuel Khost, 12·00; " " Dandot, 624·00; " " English, 614·00; Wood, 50·00.

(d) Including the Bengal Central railway.

(e) Expressed in terms of wood.

(f) Nerbudda, 163·73; Umaria, intro·, 363·78; Umaria, screened, 415·70; Warora, 186·40.

Singareni, unscreened, 406·22; Bengal coal, sea borne, 172; English coal purchased locally, 46·93; Patent fuel, 1·75.

Firewood . . . . 32·00.

Statement showing the equivalent of one ton of Giridih (Kurhurbaree) best steam coal in terms of other descriptions of fuel as used by some of the principal railways.

Serial No.	Railway.	Standard Giridih (Kurhurbaree) best steam coal.	Description of fuel.																												
			Patent fuel.				*Bengal coal.*																*Singareni coal.*								
			English coal.	English.	Khosi.	Dandok.	Sanctoria.	Khaniachalam.	Beerbhoom.	Bardhar.	Gourangchi.	Sodepore.	Lalkdee.	Shilpore.	Sitarampur.	Giridih.	Katras Jherriah.	Borrea.	Dhadika.	Dasherghar.	Sirsemoh.	Unscreened.	Umaria coal.	Nerbudda coal.	Warora coal.	Dandok coal.	Khosi coal.	Assam coal.	Burma (Thingadaw) coal.	Japanese coal.	Australian coal.	Wood.
		Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
	STANDARD GAUGE.																														
II	Bengal-Nágpur	1·00	...	...	...	...								1·11							...	...	1·25	...	...	...	...	...	...	...	...
III	Indian Midland	1·00	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1·20	...	...	...	...	...	...	...	3·00
XII	North Western (state)	1·00	0·90	0·80	1·28	1·56								1·09							...	...	...	...	...	1·56	1·28	...	...	...	3·20
XIV	Oudh and Rohilkhand (state)	1·00	...	...	...	...	...	...	...	1·11	...	...	...	...	...	1·00	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
XV	Eastern Bengal (state)	1·00	...	...	...	...	...	...	...	1·14	1·39	...	...	...	1·14	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
XVIII	East Coast (state)	1·00	...	...	...	...	...	2·00	...	...	...	...	...	...	...	...	1·19	...	...	...	...	1·02	...	...	...	...	...	...	...	...	2·40
XXIV	Great Indian Peninsula	1·00	0·80	0·70	...	...	1·11	...	...	...	...	...	...	...	...	...	1·43	...	...	...	...	1·25	1·25	1·52	1·79	...	...	...	...	...	2·50
XXV	Bombay, Baroda and Central India	1·00	0·80	0·70	...	...								1·11							1·05	...	...	...	...	...	...	...	...	...	2·50
XXVI	Madras	1·00	...	0·80	...	...	...	...	...	1·15	...	...	...	...	...	...	1·15	...	...	...	1·20	...	...	...	...	...	...	...	...	...	2·60
XXXVI	The Nizam's Guaranteed State	1·00	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1·20	...	...	...	...	...	...	...	...	...
	METRE GAUGE.																														
XLVII	Southern Mahratta	1·00	...	...	...	...	...	...	...	...	...	...	...	...	...	1·00	...	...	...	...	1·21	...	...	...	...	...	...	...	...	...	2·40
L	South Indian	1·00	...	...	...	...	...	...	...	...	...	...	...	...	...	1·00	...	1·30	...	...	1·49	...	...	...	...	...	...	...	...	...	2·94
LIII	Eastern Bengal (state)—Northern and Behar sections (including the Kaunia-Dharla, 2' 6" gauge, branch)	1·00	...	...	...	...	...	...	...	1·14	1·39	...	...	...	1·14	...	...	...	...	...	...	...	...	...	...	...	...	0·94	...	...	...
	Dacca section	1·00	...	...	...	...	...	...	...	1·14	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
LIV	Burma	1·00	...	0·79	...	...	...	...	1·18	...	...	...	...	...	...	...	1·08	...	...	...	...	...	...	...	...	...	...	1·75	...	1·08	3·2

CHAPTER XII.

Persons employed.

Numbers employed.

Statement No. 40 on pages 180 to 183 gives detailed information regarding the number of persons of all races employed on the standard and metre gauge railways open to traffic during 1895.

The following is a summary of the figures:

Year ending.	Number of employés.				Number of miles open.	Number of stations.
	Europeans.	East Indians.	Natives.	Total.		
Standard gauge.						
Previous year (*a*)	3,769	4,412	204,358	212,539	11,432·73	1,640
31st December 1895 (*a*)	3,772	4,416	202,469	210,657	11,780·11	1,687
Metre gauge.						
Previous year (*b*)	934	2,253	66,237	69,424	7,090·12	1,027
31st December 1895 (*b*)	920	2,282	67,578	70,780	7,238·72	1,046
TOTAL Previous year	4,703	6,665	270,595	281,963	18,522·85	2,667
TOTAL 31st December 1895	4,692	6,698	270,047	281,437	19,018·83	2,733

Natives as usual formed the largest percentage of the entire body of servants. Under Europeans, there was an increase of 0·08 per cent. on the standard gauge lines and a decrease of 1·50 per cent. on the metre gauge. East Indians show an increase of 0·09 per cent. on the standard gauge lines and of 1·29 per cent. on the metre gauge; while Natives show a decrease of 0·92 per cent. on the standard gauge lines and an increase of 2·02 per cent. on the metre gauge.

The percentage on the total for both gauges shows an increase in the case of East Indians and a decrease in that of Europeans and Natives as follows:

	Increase per cent.	Decrease per cent.
Europeans	...	0·23
East Indians	0·50	...
Natives	...	0·20

Casualties.

2. Statement No. 41 on pages 184 to 191 gives detailed information regarding casualties amongst Europeans and East Indians, and the percentage of casualties from various causes as compared with the previous year is given below:

	1894.				1895.			
	Europeans.		East Indians.		Europeans.		East Indians.	
	Standard gauge.	Metre gauge.	Standard gauge.	Metre gauge.	Standard gauge.	Metre gauge.	Standard gauge.	Metre gauge.
Death	1·27	1·18	0·95	1·51	1·67	1·68	0·86	1·05
Resignation and discharge	10·77	14·03	10·43	13·05	12·14	12·50	12·45	11·31
Dismissal	1·78	2·57	2·86	4·93	1·62	2·61	2·90	3·51
Total	13·82	17·78	14·24	19·49	15·43	16·74	16·21	15·87
TOTAL STANDARD AND METRE GAUGES	14·61		16·01		15·69		16·09	

(*a*) Including the metre gauge section of the Eastern Bengal (state) railway.
(*b*) Excluding the Assam-Bengal, the West of India Portuguese, and the metre gauge section of the Eastern Bengal (state) railway.

STATEMENT

Numerical return of servants of all races employed on the

Serial No.	Railway.	General administration, including Agency, Audit, Accounts, Paymaster's, Stores, Medical, Barrack, Printing, Stationery, and Police establishments.				Traffic and Telegraph departments.				Engineer's department.			
		Europeans.	East Indians.	Natives.	Total.	Europeans.	East Indians.	Natives.	Total.	Europeans.	East Indians.	Natives.	Total.
	Standard Gauge.												
	State lines worked by companies.												
I	East Indian (*a*)	70	38	2,654	2,762	427	278	13,821	14,526	75	43	17,137	17,255
II	Bengal-Nágpur	11	37	392	440	36	99	1,205	1,340	16	17	6,184	6,217
III	Indian Midland (*b*)	28	21	459	508	44	44	1,351	1,429	24	5	3,648	3,677
V	Godhra-Ruttlam-Nagda	...	1	44	45	...	...	116	116	3	1	498	502
	State lines worked by the State.												
XII	North Western (state) (*c*)	29	18	2,011	2,058	222	220	8,252	8,694	107	37	19,444	19,588
XIV	Oudh and Rohilkhand (state)	9	45	672	726	52	76	2,560	2,688	16	29	4,970	5,015
XV	Eastern Bengal (state) (*d*)	17	19	995	1,031	78	195	3,997	4,270	21	17	5,486	5,524
XVI	Bengal Central	2	...	8	(*e*) 10	Worked by the Eastern Bengal (state) railway.				1	...	495	496
XVII	Calcutta Port Commissioners'	...	...	2	2	1	13	284	298	...	...	58	58
XVIII	East Coast (state)	6	21	354	381	11	65	940	1,016	10	15	3,199	3,224
	Lines worked by guaranteed companies.												
XXIV	Great Indian Peninsula (*g*)	42	40	1,326	1,498	369	278	6,939	7,586	58	33	15,982	16,073
XXV	Bombay, Baroda and Central India	22	45	861	928	34	26	2,396	2,455	19	1	2,712	2,732
XXVI	Madras (*h*)	18	58	811	887	96	448	3,707	4,251	15	91	4,367	4,473
	Lines owned by native states and worked by companies.												
XXXVI	The Nizam's Guaranteed State (*i*)	11	15	377	403	4	75	562	641	19	18	1,620	1,657
XXXVII	The Gaekwar's Petlád	...	...	...	...	...	...	31	31	...	...	68	68
	Total standard gauge	265	358	10,066	11,589	1,374	1,817	46,161	49,352	384	307	85,868	86,559

No. 40.

standard and metre gauge railways (open lines only) on the 31st December 1895.

Locomotive and carriage and wagon departments, including steam-boat establishments.				Total.				Number of miles open (see also statement No. 32, pages 139–41.)	Number of stations.	Serial No.	Remarks.
Europeans.	East Indians.	Natives.	Total.	Europeans.	East Indians.	Natives.	Total.				
397	272	13,123	13,792	969	631	46,735	48,335	1,883·82	241	I	(a) Including the Delhi-Umballa-Kalka and the Tarkessur railways.
84	133	2,075	2,292	147	286	9,856	10,289	860·88	93	II	
58	85	2,100	2,243	154	155	7,558	7,867	922·21	103	III	(b) Including the Bhopal-Itársi, the Bina-Goona and the Bhopal-Ujjain railways.
12	9	175	196	15	11	833	859	115·33	14	V	
441	363	12,473	13,277	799	638	42,180	43,617	2,660·00	357	XII	(c) Including the Hyderabad-Shadipalli and the Rájpura-Bhátinda railways, and the Jammu and Kashmir railway (Native state section).
62	32	3,712	3,806	139	182	11,914	12,235	797·18	120	XIV	
91	44	4,885	5,020	297	275	15,363	15,845	938·66	191	XV	(d) Including the figures of the metre gauge sections of this line and the figures of the Bengal Central railway, excepting those under Agency, Stores and Engineer's departments in the case of the latter.
Worked	by the (state)	Eastern railway.	Bengal	3	...	503	506	(f) (125·01)	(f) (26)	XVI	(e) Agency and Stores only; others included with the Eastern Bengal (state) railway.
1	...	58	59	2	13	402	417	8·53	4	XVII	(f) These figures are not included in the total as they are included with the figures of the home line.
40	123	1,730	1,893	67	224	6,223	6,514	426·69	63	XVIII	
321	313	11,026	11,660	730	664	35,273	36,727	1,490·24	217	XXIV	(g) Including the Wardha Coal, the Dhond-Manmád, the Khámgaon and the Amráoti railways.
127	66	2,939	3,132	202	138	8,908	9,248	460·90	87	XXV	
71	427	3,934	4,432	200	1,024	12,819	14,043	819·22	153	XXVI	(h) Including the Kolar Gold-fields railway.
44	67	1,232	1,343	78	175	3,791	4,044	352·90	42	XXXVI	(i) Including the Bezwada extension (East Coast state railway).
...	...	12	12	...	...	111	111	13·35	2	XXXVII	
1,749	1,934	59,474	63,157	3,772	4,416	202,469	210,657	11,780·11	1,687		

STATEMENT

Numerical return of servants of all races employed on the

Serial No.	RAILWAY.	GENERAL ADMINISTRATION, INCLUDING AGENCY, AUDIT, ACCOUNTS, PAY-MASTERS, STORES, MEDICAL, BANDAR, PRINTING, STATIONERY, AND POLICE ESTABLISHMENTS.				TRAFFIC AND TELEGRAPH DEPARTMENTS.				ENGINEER'S DEPARTMENT.			
		Europeans.	East Indians.	Natives.	Total.	Europeans.	East Indians.	Natives.	Total.	Europeans.	East Indians.	Natives.	Total.
	METRE GAUGE.												
	State lines worked by companies.												
XLIII	BENGAL AND NORTH-WESTERN—												
	TIRHOOT SECTION . . .	10	11	554	575	33	42	1,621	1,696	14	9	3,447	3,470
	COMPANY'S SECTION . . .												
XLV	RAJPUTANA-MALWA (a) . . .	45	44	1,502	1,651	128	144	4,027	4,299	26	28	7,572	7,626
XLVII	SOUTHERN MARRATTA (b) . .	20	57	1,062	1,139	84	172	3,167	3,373	20	30	5,004	5,054
L	SOUTH INDIAN (c)	7	25	524	556	11	87	3,008	3,106	17	36	4,286	4,339
LI	MÁYAVARAM-MUTUPET . . .	...	...	11	11	...	...	72	72	1	1	267	269
LII	ASSAM-BENGAL (d) . . .	...	...	...	...	...	...	...	...	...	...	Information not	
	State line worked by the State.												
LIV	BURMA (STATE)	7	28	164	(e) 199	26	141	1,288	1,457	20	53	3,651	3,724
	Assisted companies.												
LVII	DEOGHUR	...	...	1	1	...	...	13	13	...	...	26	26
LVIII	ROHILKHUND AND KUMAON (COMPANY'S SECTION) (f) . .	4	1	164	169	11	14	563	588	5	1	905	911
LIX	BENGAL DOOARS (g) . . .	2	...	19	21	...	2	227	229	...	1	185	186
LX	DIBRU-SADIYA	...	...	...	...	1	...	...	1	...	...	...	...
	Lines owned and worked by native states.												
LXVII	JODHPORE-BIKANEER—												
	JODHPORE SECTION . . .	2	...	80	82	...	1	285	286	...	...	702	702
	BIKANEER SECTION . . .												
LXIX	BHÁVNAGAR-GONDAL-JUNÁGARH-PORBANDAR (i).	6	2	261	269	5	9	623	637	3	6	1,470	1,479
	TOTAL METRE GAUGE .	103	168	4,402	4,673	251	612	14,874	15,737	105	165	27,515	27,786
	TOTAL STANDARD AND METRE GAUGES	368	526	15,368	16,262	1,625	2,425	61,035	65,089	490	472	113,383	114,345

No. 40—*concld.*

standard and metre gauge railways (open lines only) on the 31st December 1895—concld.

Locomotive and carriage and wagon departments, including steam-boat establishments.				Total.				Number of miles open (see also statement No. 32, pages 139–41).	Number of stations.	Serial No.	Remarks.
Europeans.	East Indians.	Natives.	Total.	Europeans.	East Indians.	Natives.	Total.				
33	44	2,862	2,939	90	106	8,484	8,680	756·30	130	XLIII	
202	302	6,963	7,467	401	518	20,124	21,043	1,844·16	254	XLV	(a) Including the Pálanpur-Deesa, the Gaekwar's Mehsána and the Codeypore-Chitor railways.
86	318	2,989	3,393	160	577	12,222	12,959	1,553·21	205	XLVII	(b) Including the Guntakal-Mysore frontier, the Southern Mahratta (Mysore section), the Kolhápur, the Yesvantpur-Mysore frontier, and the Mysore-Nanjangúd railways.
59	507	4,105	4,671	94	655	11,923	12,672	1,049·39	154	L	(c) Including the Pondicherry railway.
...	2	72	74	1	3	422	426	53·99	10	LI	
furnished	...	...	..	...	...	...	...	...	...	LII	(d) Opened to traffic from the 1st July 1895.
43	147	2,725	2,915	98	369	7,828	8,295	834·20	127	LIV	(e) Excluding Police, which is under the control of the Inspector General of Police, Burma.
...	...	15	15	...	...	55	55	4·79	2	LVII	
9	4	547	560	29	20	2,179	2,228	285·09	44	LVIII	(f) Including the Lucknow-Bareilly section.
1	...	48	49	3	3	479	485	36·40	10	LIX	(g) Excluding Agency, Audit and Accounts.
2	2	...	4	3	2	(h)	5	77·50	14	LX	(h) Information not furnished.
...	1	302	303	2	2	1,349	1,353	364·00	40	LXVII	
25	10	159	194	39	27	2,513	2,579	379·69	56	LXIX	(i) Including the Jetalsar-Rájkot railway.
460	1,337	20,787	22,584	920	2,282	67,578	70,780	7,238·72	1,046		
2,209	3,271	80,261	85,741	4,692	6,608	270,047	281,437	19,018·83	2,733		

STATEMENT

Numerical return of casualties, whether by death, resignation and discharge, or dismissal amongst during the year ending the

Serial No.	RAILWAY.	GENERAL ADMINISTRATION, INCLUDING AGENCY, AUDIT, ACCOUNTS, PAYMASTERS, STORES, MEDICAL, BARRACK, PRINTING, STATIONERY, AND POLICE ESTABLISHMENTS.								
		EUROPEANS.					EAST INDIANS.			
		Average number employed.	Number of casualties by				Average number employed.	Number of casualties by		
			Death.	Resignation and discharge.	Dismissal.	Total.		Death.	Resignation and discharge.	Dismissal.	Total.
	STANDARD GAUGE.									
	State lines worked by companies.									
I	EAST INDIAN (a)	67·64	1	4	...	5	34·05	1	6	...	7
II	BENGAL-NÁGPUR	11·00	...	2	...	2	40·00	...	6	1	7
III.	INDIAN MIDLAND (b)	30·32	1	4	...	5	22·08	...	3	...	3
V	GODHRA-RUTLAM-NAGDA	...	...	...	...	...	1·00	...	...	...	...
	State lines worked by the State.									
XII	NORTH WESTERN (STATE) (c)	27·02	1	2	...	3	18·25	...	...	...	...
XIV	OUDH AND ROHILKHAND (STATE)	8·25	...	2	...	2	43·80	3	9	1	13
XV	EASTERN BENGAL (STATE) (d)	17·75	1	2	...	3	18·75	...	3	...	3
XVI	BENGAL CENTRAL	(e)2·00	...	...	...	...	...	...	...	...	...
XVII	CALCUTTA PORT COMMISSIONERS'	...	...	...	...	...	...	...	...	...	...
XVIII	EAST COAST (STATE)	80·00	1	15	5	21	289·00	...	61	21	82
	Lines worked by guaranteed companies.									
XXIV	GREAT INDIAN PENINSULA (f)	42·00	1	2	...	3	40·00	...	4	...	4
XXV	BOMBAY, BARODA AND CENTRAL INDIA	21·00	...	3	...	3	44·00	1	4	3	8
XXVI	MADRAS (g)	17·00	...	2	...	2	61·49	2	4	...	6
	Lines owned by native states and worked by companies.									
XXXVI	THE NIZAM'S GUARANTEED STATE (i)	11·00	...	...	...	...	14·00	1	...	...	1
XXXVII	THE GAEKWAR'S PETLÁD	...	...	...	...	...	...	...	...	...	...
	TOTAL STANDARD GAUGE	341·88	6	38	5	49	626·42	8	100	26	134

No. 41.

the European and East Indian employés on the standard and metre gauge railways (open lines only) 31st December 1895.

TRAFFIC AND TELEGRAPH DEPARTMENTS.											
EUROPEANS.					EAST INDIANS.						
Average number employed.	Number of casualties by				Average number employed.	Number of casualties by				Serial No.	REMARKS.
	Death.	Retirement and discharge.	Dismissal.	Total.		Death.	Retirement and discharge.	Dismissal.	Total.		
377·66	11	40	5	56	268·00	3	35	7	45	I	(a) Including the Delhi-Umballa-Kalka and the Tarkessur railways.
27·00	1	4	3	8	72·00	1	3	2	6	II	
29·50	...	7	...	7	35·60	...	10	1	11	III	(b) Including the Bhopal-Itársi, the Bina-Ocona and the Bhopal-Ujjain railways.
...	...	...	...	...	...	...	...	...	...	V	
242·00	6	50	19	75	233·09	1	29	27	57	XII	(c) Including the Hyderabad-Sindipalli, and the Rájpura-Bhatinda railways, and the Jammu and Kashmir railway (Native state section).
47·24	1	9	3	13	78·15	1	8	14	23	XIV	
90·00	1	21	2	24	102·75	1	48	6	55	XV	(d) Including the figures of the metre gauge sections of this line and the figures of the Bengal Central railway, excepting those under Agency, Stores and Engineering departments in the case of the latter.
Worked by the Eastern Bengal (state) railway					...	...	...	...	XVI	(e) Agency and Stores departments only.	
1·16	...	...	...	...	12·16	...	4	...	4	XVII	
...	...	...	...	...	...	...	...	...	...	XVIII	
309·00	...	34	...	34	278·00	2	26	...	28	XXIV	(f) Including the Wardha Coal, the Dhond-Manmád, the Khámgaon and the Amráoti railways.
36·00	...	5	...	6	27·00	...	2	...	2	XXV	
92·33	...	5	2	7	433·49	1	52	16	69	XXVI	(g) Including the Kolar Gold-fields railway.
4·00	...	...	...	...	69·00	1	5	...	6	XXXVI	(h) Including the Burmah extension (East Coast state railway).
...	...	...	...	...	...	...	...	...	...	XXXVII	
1,315·89	20	175	34	229	1,609·23	11	222	73	306		

STATEMENT

Numerical return of casualties, whether by death, resignation and discharge, or dismissal, amongst the during the year ending the

Serial No.	Railway.	ENGINEER'S DEPARTMENT.										LOCOMOTIVE AND CARRIAGE INCLUDING STEAM-BOAT				
		EUROPEANS.					EAST INDIANS.					EUROPEANS.				
		Average number employed.	Number of casualties by				Average number employed.	Number of casualties by				Average number employed.	Number of casualties by			
			Death.	Resignation and discharge.	Dismissal.	Total.		Death.	Resignation and discharge.	Dismissal.	Total.		Death.	Resignation and discharge.	Dismissal.	Total.
	STANDARD GAUGE.															
	State lines worked by companies.															
I	EAST INDIAN (*a*)	76·38	...	7	1	8	40·32	...	3	1	4	326·00	9	53	6	68
II	BENGAL-NÁGPUR	11·00	...	...	...	...	11·33	1	1	...	2	79·00	2	12	2	16
III	INDIAN MIDLAND (*b*)	23·41	...	1	1	2	6·41	...	1	...	1	60·00	...	14	...	14
V	GODHRA-BUTLAM-NAGDA	3·00	...	...	...	...	1·00	...	...	...	...	9·00	...	1	...	1
	State lines worked by the State.															
XII	NORTH WESTERN (STATE) (*c*)	106·00	2	4	...	6	34·08	...	2	5	7	454·00	8	49	5	62
XIV	OUDH AND ROHILKHAND (STATE)	16·00	...	1	...	1	29·00	1	...	4	5	62·42	1	5	4	10
XV	EASTERN BENGAL (STATE) (*d*)	24·52	2	6	...	8	16·14	...	...	1	1	94·41	2	12	2	16
XVI	BENGAL CENTRAL	1·00	...	...	...	...	...	...	...	...		Worked by the Eastern Bengal				
XVII	CALCUTTA PORT COMMISSIONERS'	...	...	...	...	...	...	...	...	...	...	1·00	...	...	...	...
XVIII	EAST COAST (STATE)	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Lines worked by guaranteed companies.															
XXIV	GREAT INDIAN PENINSULA (*f*)	60·00	...	8	1	9	33·00	...	...	...	...	327·00	6	17	...	23
XXV	BOMBAY, BARODA AND CENTRAL INDIA	17·00	1	...	...	1	1·00	...	...	...	...	120·00	2	24	...	26
XXVI	MADRAS (*g*)	14·00	...	...	...	...	97·00	1	22	1	24	76·00	1	12	...	13
	Lines owned by native states and worked by companies.															
XXXVI	THE NIZAM'S GUARANTEED STATE (*h*)	19·00	...	...	...	...	18·00	...	...	...	...	24·00	1	19	...	20
XXXVII	THE GAEKWAR'S PETLÁD	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	TOTAL STANDARD GAUGE	371·51	5	27	3	35	288·28	3	29	12	44	1,702·83	32	218	19	269

No. 41—*contd.*

European and East Indian employés on the standard and metre gauge railways (open lines only) 31st December 1895—contd.

AND WAGON DEPARTMENTS, ESTABLISHMENTS.					TOTAL.										Serial No.	Remarks.
East Indians.					Europeans.					East Indians.						
Average number employed.	Number of casualties by				Average number employed.	Number of casualties by				Average number employed.	Number of casualties by				Mean mileage worked (see also statement No. 37, pages 138—41).	
	Death.	Resignation and discharge.	Dismissal.	Total.		Death.	Resignation and discharge.	Dismissal.	Total.		Death.	Resignation and discharge.	Dismissal.	Total.		
264·00	3	20	4	27	917·68	21	104	12	137	606·87	7	64	12	83	1,904·94	I
125·00	1	8	4	13	128·00	3	18	5	26	215·83	3	18	7	28	862·33	II
85·00	4	14	...	18	143·24	1	26	1	28	140·00	4	28	1	33	819·21	III
8·00	1	1	...	2	12·00	...	1	...	1	10·00	1	1	...	2	115·22	V
323·00	3	23	2	28	829·92	17	105	24	146	614·41	4	54	34	92	2,636·47	XII
31·33	1	...	2	3	133·01	2	17	7	26	182·28	6	17	21	44	797·18	XIV
55·25	...	11	...	11	226·68	6	41	4	51	252·89	1	62	7	70	938·23	XV
(State) railway	...	...	...	3·00	...	...	...	...	...	...	...	...	...	(a) (125·01)	XVI	(a) These figures are not included in the total as they are included with the figures of the home lines.
...	...	...	...	2·16	...	...	...	...	12·16	...	4	...	4	8·53	XVII	
...	...	...	...	86·00	1	15	5	21	289·00	...	61	21	82	395·88	XVIII	
314·00	1	31	1	33	798·00	7	61	1	69	665·00	3	61	1	65	1,490·23	XXIV	(f) Including the Wardha Coal, the Dhond-Manmád, the Khámgaon and the Amraoti railways.
67·00	1	13	...	14	194·00	3	32	...	35	139·00	2	19	3	24	460·90	XXV	
414·00	1	31	2	34	199·33	1	19	2	22	1,005·38	5	109	19	133	819·22	XXVI	(g) Including the Kolar Gold-fields railway.
18·00	...	47	2	49	58·00	1	19	...	20	119·00	2	52	2	56	354·70	XXXVI	(h) Including the Berwada extension (East Coast state railway).
...	...	...	...	..	...	...	...	...	...	...	...	..	...	...	13·35	XXXVII	
1,710·58	16	199	17	232	3,732·12	63	458	61	582	4,204·51	38	550	123	716	11,646·39	...	

STATEMENT

Numerical return of casualties, whether by death, resignation and discharge, or dismissal amongst the during the year ending the

Serial No.	RAILWAY.	GENERAL ADMINISTRATION, INCLUDING AGENCY, AUDIT, ACCOUNTS, PAYMASTERS, STORES, MEDICAL, BARRACK, EDUCATION, STATIONERY, AND POLICE ESTABLISHMENTS.									
		EUROPEANS.					EAST INDIANS.				
		Average number employed.	Number of casualties by				Average number employed.	Number of casualties by			
			Death.	Resignation and discharge.	Dismissal.	Total.		Death.	Resignation and discharge.	Dismissal.	Total.
	METRE GAUGE.										
	State lines worked by companies.										
XLIII	BENGAL AND NORTH-WESTERN—										
	TIRHOOT SECTION	8·00	...	...	2	2	7·00	...	...	...	...
	COMPANY'S SECTION										
XLV	RAJPUTANA-MALWA (*a*)	49·00	...	3	...	3	48·90	1	4	2	7
XLVII	SOUTHERN MAHRATTA (*b*)	20·00	...	3	...	3	57·00	...	3	1	4
L	SOUTH INDIAN (*c*)	10·00	1	2	...	3	26·00	1	...	...	1
LI	MÁYAVARAM-MUTUPET	...	...	...	...	...	...	...	...	...	...
LII	ASSAM-BENGAL (*d*)	Information not furnished.			...	...	...	...	...	...	...
	State line worked by the State.										
LIV	BURMA (STATE)	0·44	...	2	...	2	20·18	1	4	...	5
	Assisted companies.										
LVII	DEOGHUR	...	...	...	...	...	...	...	...	...	...
LVIII	ROHILKUND AND KUMAON (COMPANY'S SECTION) (*e*)	4·00	...	...	...	...	0·23	...	...	...	...
LIX	BENGAL DOOARS (*f*)	1·23	...	...	...	...	...	...	...	...	...
LX	DIBRU-SADIYA	3·00	...	...	...	...	...	...	...	...	...
	Lines owned and worked by native states.										
LXVII	JODHPORE-BICKANEER—										
	JODHPORE SECTION	2·00	...	...	...	...	...	...	...	...	...
	BICKANEER SECTION										
LXIX	BHÁVNAGAR-GONDAL-JUNÁGARH-PORBANDAR (*g*) .	5·25	...	...	...	...	2·00	...	...	...	...
	TOTAL METRE GAUGE .	108·94	1	9	2	12	167·33	3	11	3	17
	TOTAL STANDARD AND METRE GAUGES .	450·83	7	47	7	61	703·75	11	111	29	151

No. 41—contd.

European and East Indian employés on the standard and metre gauge railways (open lines only) 31st December 1895—contd.

TRAFFIC AND TELEGRAPH DEPARTMENTS.										Serial No.	Remarks.
EUROPEANS.					EAST INDIANS.						
Average number employed.	Number of casualties by				Average number employed.	Number of casualties by					
	Death.	Resignation and discharge.	Dismissal.	TOTAL.		Death.	Resignation and discharge.	Dismissal.	TOTAL.		
27·00	...	8	2	10	39·00	2	7	5	14	XLIII	
127·00	1	13	5	19	153·00	...	35	1	36	XLV	(a) Including the Pálanpur-Deesa, the Gaekwar's Mehsana and the Godejpore-Chitor railways.
37·00	...	...	3	3	152·00	...	9	15	24	XLVII	(b) Including the Guntakal-Mysore frontier, the Southern Mahratta (Mysore section), the Kolhápur, the Yevaut-pur-Mysore frontier, and the Mysore-Nanjangód railways.
12·00	...	2	...	2	88·00	...	11	5	16	L	(c) Including the Pondicherry railway.
...	...	...	...	...	...	...	...	..	...	LI	
...	...	...	...	...	...	...	...	...	...	LII	(d) Opened to traffic from the 1st July 1895.
28·00	4	6	...	10	141·00	1	25	6	32	LIV	
...	...	...	...	...	...	...	...	...	...	LVII	
11·00	...	1	...	1	12·16	...	4	...	4	LVIII	(e) Including the Lucknow-Bareilly section.
0·75	...	2	...	2	0·50	...	...	...	...	LIX	(f) Excluding Agency, Audit and Accounts.
1·00	...	...	...	...	...	...	...	...	...	LX	
										LXVII	
...	...	...	...	...	1·00	...	...	...	...		
5·00	...	...	...	...	11·00	...	2	...	2	LXIX	(g) Including the Jetalsar-Rájkot railway.
248·75	5	32	10	47	607·66	3	93	32	128		
1,554·64	25	207	44	276	2,276·89	14	315	105	434		

STATEMENT

Numerical return of casualties, whether by death, resignation and discharge, or dismissal, amongst the during the year ending the

Serial No.	RAILWAY.	ENGINEER'S DEPARTMENT.										LOCOMOTIVE AND CARRIAGE INCLUDING STEAM-BOAT				
		EUROPEANS.				EAST INDIANS.						EUROPEANS.				
		Average number employed.	Number of casualties by			Average number employed.	Number of casualties by					Average number employed.	Number of casualties by			
			Death.	Resignation and discharge.	Dismissal.	Total.		Death.	Resignation and discharge.	Dismissal.	Total.		Death.	Resignation and discharge.	Dismissal.	Total.
	METRE GAUGE.															
	State lines worked by companies.															
XLIII	BENGAL AND NORTH-WESTERN—															
	TIRHOOT SECTION . . .	17·00	...	3	...	3	8·00	...	...	...	...	29·00	1	1	...	2
	COMPANY'S SECTION . . .															
XLV	RAJPUTANA-MALWA (a) . . .	26·74	...	...	...	...	24·41	...	2	...	2	222·00	2	44	5	51
XLVII	SOUTHERN MAHRATTA (b) . . .	21·00	...	1	...	1	33·00	2	4	1	7	86·00	4	10	3	17
L	SOUTH INDIAN (c)	19·00	...	3	2	5	34·00	...	4	...	4	60·00	...	2	1	3
LI	MÁYAVARAM-MUTUPET . . .	1·00	...	...	...	...	1·00	...	...	...	...	...	...	...	...	...
LII	ASSAM-BENGAL (d)	...	Information not furnished.				...	...	...	...	...	...	...	...	...	...
	State line worked by the State.															
LIV	BURMA (STATE)	17·33	...	...	...	...	39·11	1	2	1	4	43·00	1	3	...	4
	Assisted companies.															
LVII	DEGHUR	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
LVIII	ROHILKUND AND KUMAON (COMPANY'S SECTION) (e) . . .	4·00	...	...	...	...	1·00	...	...	...	...	9·00	...	1	...	1
LIX	BENGAL DOOARS	0·33	...	1	...	1	1·00	...	...	...	...	1·00	...	2	...	2
LX	DIBRU-SADIYA	1·50	...	...	...	...	...	...	...	...	...	2·00	...	...	...	...
	Lines owned and worked by native states.															
LXVII	JODHPORE-BICKANEER—															
	JODHPORE SECTION . . .	...	...	...	...	...	...	...	...	...	...	0·83	1	...	...	1
	BICKANEER SECTION . . .															
LXIX	BHÁVNAGAR-GONDAL-JUNÁGADH-PORBANDAR (f) . . .	3·33	...	...	...	...	6·83	...	...	...	...	23·50	...	3	1	4
	TOTAL METRE GAUGE .	111·23	...	8	2	10	148·35	3	12	2	17	476·33	9	66	10	85
	TOTAL STANDARD AND METRE GAUGES .	482·74	5	35	5	45	436·63	6	41	14	61	2,179·16	41	284	29	354

No. 41—*concld.*

European and East Indian employés on the standard and metre gauge railways (open lines only) 31st December 1895—concld.

AND WAGON DEPARTMENTS, ESTABLISHMENTS.					TOTAL.													
EAST INDIANS.					EUROPEANS.					EAST INDIANS.								
Average number employed.	Number of casualties by				Average number employed.	Number of casualties by				Average number employed.	Number of casualties by				Mean mileage worked (see also statement No. 42, pages 192-3).	Serial No.	REMARKS.
	Death.	Resignation and discharge.	Dismissal.	Total.		Death.	Resignation and discharge.	Dismissal.	Total.		Death.	Resignation and discharge.	Dismissal.	Total.			
42·00	...	3	...	3	81·00	1	12	4	17	96·00	2	10	5	17	750·30	XLIII	
294·00	6	38	7	51	424·74	3	50	10	73	520·31	7	79	10	96	1,209·13	XLV	(*a*) Including the Pálanpur-Deesa, the Gaekwar's Mehsána and the Godáspore-Chitor railways.
309·00	6	62	12	80	164·00	4	14	6	24	561·00	8	78	29	115	1,556·20	XLVII	(*b*) Including the Guntakal-Mysore frontier, the southern Mahratta (Mysore section), the Kolhápur, the Tuvarakurpur-Mysore frontier, and the Mysore-Nanjangúd railways.
508·00	3	29	21	56	101·00	1	9	3	13	656·00	4	44	29	77	1,049·39	L	(*c*) Including the Pondicherry railway.
2·00	...	...	...	...	1·00	...	...	...	...	3·00	...	...	...	...	53·99	LI	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	LII	(*d*) Opened to traffic from the 1st July 1895.
147·00	...	6	...	6	94·77	5	11	..	16	353·29	3	37	7	47	702·91	LIV	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	4·79	LVII	
3·00	...	...	...	...	28·00	...	2	...	2	16·41	...	4	...	4	281·82	LVIII	(*e*) Including the Lucknow-Bareilly section.
...	...	...	...	...	3·33	...	5	..	5	1·50	...	...	...	...	36·40	LIX	
2·00	...	...	...	...	7·50	...	...	...	...	2·00	...	...	...	...	77·50	LX	
1·00	...	...	...	...	2·33	1	...	...	1	2·00	...	...	...	...	364·05	LXVII	
...	4	...	4	37·08	...	3	1	4	30·33	...	6	...	6	370·69	LXIX	(*f*) Including the Jetalsar-Rájkot railway.	
15	142	43	200	915·25	15	115	24	154	2,241·84	24	258	80	362	7,132·12			
	341	60	432	4,077·37	78	573	85	736	6,636·35	62	908	208	1,078	18,778·51			

3. The following statement gives the number of depositors in the State Railway Provident Fund institutions and the sums at their credit on the 31st December 1895 :

Provident Institutions.

STATEMENT No. 42.

Serial No.	RAILWAY.	Number of staff depositing.	NUMBER OF DEPOSITORS.		AMOUNT AT CREDIT ON THE 31st DECEMBER 1895.				REMARKS.
			Voluntary.	Compulsory.	Voluntary.	Compulsory.	Bonus.	TOTAL.	
	STANDARD GAUGE.	No.	No.	No.	Rs.	Rs.	Rs.	Rs.	
	State lines worked by companies.								
I	EAST INDIAN	6,007	(c) 4,164	(a) 6,007	(b)	(b)	(b)	1,02,01,966	(a) The number under "voluntary" represents subscribers of over 5 per cent., and that under "compulsory" of subscribers of 5 per cent. only.
II	BENGAL-NAGPUR	1,227	60	1,227	9,433	1,38,854	66,340	2,14,627	
III	INDIAN MIDLAND	1,494	60	1,494	7,949	2,56,581	8,345	2,72,875	
	TOTAL	8,728	4,284	8,728	(c) 17,382	(c) 3,95,436	(c) 74,685	1,06,89,468	(b) Not shown separately.
	State lines worked by the State.								(c) Excluding the East Indian railway.
XII	NORTH WESTERN (STATE)	4,971	288	4,969	63,535	13,51,337	12,30,192	26,45,064	
XIV	OUDH AND ROHILKHAND (STATE)	1,407	68	1,345	14,234	3,48,503	2,24,813	5,87,548	
XV	EASTERN BENGAL (STATE)	2,798	52	2,798	19,521	4,81,852	4,13,455	9,14,828	
XVIII	EAST COAST (STATE)	686	4	686	1,062	22,206	15,070	45,340	
	TOTAL	9,862	412	9,798	98,352	22,10,898	18,83,530	41,92,780	
	TOTAL STANDARD GAUGE	18,590	4,696	18,526	(c) 1,15,734	(c) 26,06,333	(c) 19,58,215	1,48,82,248	
	METRE GAUGE.								
	State lines worked by companies.								
XLIII	BENGAL AND NORTH-WESTERN—								
	TIRHOOT SECTION	911	15	911	19,191	1,82,478	1,27,711	3,29,375	
	COMPANY'S SECTION								
XLV	RAJPUTANA-MALWA (d)	2,968	214	2,961	68,316	6,88,210	6,10,893	13,67,419	(d) Including the Pilanpur-Deesa and the Godhra-Ratlam-Nagda, open section, (standard gauge) railways.
XLVII	SOUTHERN MAHRATTA	2,872	...	2,872	...	3,75,363	1,26,314	(e) 5,01,677	
XLIX	SOUTHERN MAHRATTA (MYSORE SECTION)								(e) Including Rs. 55,035 on account of interest.
L	SOUTH INDIAN	2,001	11	2,001	5,261	2,35,252	1,11,357	3,52,570	
	TOTAL	8,752	240	8,745	92,768	14,81,998	9,76,275	25,51,041	
	State lines worked by the State.								
LIII	EASTERN BENGAL (STATE)								
	NORTHERN AND BEHAR SECTIONS (including the Kaunia-Dhaulia, 2' 6" gauge, branch).	Included with the standard gauge section.							
	DACCA SECTION								
LIV	BURMA (STATE)	1,357	27	1,293	5,385	2,20,085	1,62,603	3,88,073	
	TOTAL	1,357	27	1,293	5,385	2,20,085	1,62,603	3,88,073	
	TOTAL METRE GAUGE	10,109	267	10,038	98,153	17,02,083	11,38,878	29,39,114	
	Collieries.								
	UMARIA COLLIERY	15	1	14	943	3,923	1,482	(f) 5,748	(f) Excluding a Rs. 387 on (g) of securit credit deposito
	WARORA COLLIERY	27	4	23	1,054	7,345	3,457	(g) 11,856	
	TOTAL COLLIERIES	42	5	37	1,997	10,868	4,939	17,604	(g) Excluding Rs. 417 of secu credit sitors.
	GRAND TOTAL	28,741	4,968	28,601	(e) 1,15,884	(e) 43,19,084	(e) 31,02,032	1,78,38,966	

Railway Volunteer Corps.

4. The following abstract gives the enrolled strength and the number of efficients in the several Railway Volunteer Corps on the 31st March 1896:

STATEMENT No. 43.

Serial No.	Corps.	Enrolled strength.	Efficients.				Men-Recruits.	Sergeant Instructors, 1st and 2nd class.	Drill Instructors.	Head-quarters.	Remarks.
			Officers.	Non-commissioned officers.	Volunteers.	Total.					
		No.	No.	No.	No.	No.	No.	No.	No.		
I	East Indian railway	1,734	59	167	1,475	1,701	33	15	...	Jamálpur.	
II	Bengal-Nágpur railway	(a)618	20	100	490	610	33	6	...	Nágpur.	(a) 182 non-railway employés included in the enrolled strength.
III	Indian Midland railway—										
	Midland Railway Volunteer Rifles	301	21	49	231	301	...	3	...	Jhánsi.	
XII	North Western (state) railway—										
	3rd Punjab [North Western (state) railway] Volunteer Rifles	1,267	46	186	1,070	1,261	6	11	2	Lahore.	
XIV	Oudh and Rohilkhand (state) railway—										
	Oudh Volunteer Rifles	204	10	21	171	202	2	2	...	Lucknow.	
	Oudh Volunteer Rifles (Reserve)	15	1	...	14	15	...	1	...	Lucknow.	
	Rohilkhand Volunteer Rifles	101	...	8	92	100	1	1	1	Bareilly.	
	Gházipur Volunteer Rifles	4	...	...	4	4	...	...	...	Benares.	
	Cawnpore Volunteer Rifles	2	...	...	2	2	...	...	...	Cawnpore.	
	Oudh Light Horse	5	1	1	3	5	...	1	...	Lucknow.	
	Carried over	4,231	158	482	3,561	4,201	80	40	3		

Abstract of the enrolled strength and the number of efficients in the several Railway Volunteer Corps on the 31st March 1896.

STATEMENT No. 43—*contd.*

Serial No.	Corps.	Enrolled strength.	Efficients.				Non-efficients.	Sergeant-Instructors, 1st and 2nd class.	Drill Instructors.	Head-quarters.	Remarks.
			Officers.	Non-commissioned officers.	Volunteers.	Total.					
		No.	No.	No.	No.	No.	No.	No.	No.		
	Brought forward .	4,281	158	482	3,561	4,201	80	40	3		
XV	Eastern Bengal (state) railway .	516	19	78	406	503	13	3	1	Seahlah.	
XXIV	Great Indian Peninsula railway .	1,017	30	130	885	1,045	2	9	2	Bombay.	
XXV	Bombay, Baroda and Central India railway—										
	1st Battalion, Bombay, Baroda and Central India Railway Volunteer Rifles . .	580	23	71	464	558	23	5	1	Bombay.	
	1st Battalion, Bombay, Baroda and Central India Railway Volunteer Rifles (Reserve) .	29	1	1	24	26	3	...	...	Bombay.	
XXVI	Madras railway	956	33	103	776	912	44	9	2	Parambúr.	
XXXVI	The Nizam's Guaranteed State railway—										
	Hyderabad Volunteer Rifles .	201	3	23	174	200	4	1	...	Secunderabad.	
XLIII	Bengal and North-Western railway (*a*)—										(*a*) Including the Tirhoot section.
	D Company	52	1	2	48	51	1	1	...	Sonepore.	
	E Company	54	4	6	42	52	2	(*b*)	...	Gorakhpur.	(*b*) One Sergeant-Instructor performs the work of both D and E Companies.
	F Company	73	3	11	59	73	...	1	...	Samastipor.	
	G Company	24	2	3	19	24	...	1	...	Gonda.	
	Gorakhpur Light Horse . .	9	1	3	5	9	...	...	...	Gorakhpur.	
XLV	Rajputana-Malwa railway—										
	2nd Battalion, Bombay, Baroda and Central India Railway Volunteer Rifles . .	980	34	114	828	976	4	10	...	Ajmere.	
	Carried over .	8,835	312	1,027	7,291	8,630	175	80	9		

Abstract of the enrolled strength and the number of efficients in the several Railway Volunteer Corps on the 31st March 1896.

STATEMENT No. 43—*concld.*

Serial No.	Corps.	Enrolled strength.	Efficients.				Non-efficients.	Sergeant-Instructors, 1st and 2nd Class.	Drill Instructors.	Head-quarters.	Remarks.
			Officers.	Non-commissioned Officers.	Volunteers.	Total.					
		No.	No.	No.	No.	No.	No.	No.	No.		
	Brought forward	8,805	312	1,027	7,291	8,630	175	60	9		
XLVII	Southern Mahratta railway	725	16	66	629	711	14	5	...	Hubli.	
L	South Indian railway	733	19	86	569	674	59	7	...	Negapatam.	
LIV	Burma (state) railway	(a) 582	13	76	484	573	9	8	2	Rangoon.	(a) 114 non-railway employés included in the enrolled strength.
LVIII	Rohilkund and Kumaon railway (Company's section)—										
	Rohilkund Volunteer Rifles	32	2	2	28	32	...	1	1	Bareilly.	
LXIX	Bhávnagar-Gondal-Junágarh-Porbandar railway—										
	1st Battalion, Bombay, Baroda and Central India Railway Volunteer Rifles	71	3	6	61	70	1	1	...	Ghadechi.	
LXXVIII	Darjeeling-Himalayan railway—										
	Northern Bengal Mounted Rifles, "A" and "B" Troops	19	1	2	16	19	...	1	...	Tindharia.	
LXXXIII	Morvi railway—										
	Bombay, Baroda and Central India Railway Volunteer Rifles (Reserve).	4	...	...	3	3	1	1	...	Ghadechi.	
	TOTAL	10,971	366	1,265	9,081	10,712	259	104	12		

5. Statement No. 44 on the two following pages shows the strength and cost of police on the standard and metre gauge railways (open lines) and the amount of compensation payments made during 1895 on account of thefts.

STATEMENT

Strength and cost of the police force on the standard and metre gauge railways (open

Serial No.	RAILWAY.	Subordinate Officers.	Constable's and men.	POSITION OF THE TOTAL ANNUAL	
				Supervision.	Constables and men.
	STANDARD GAUGE.	Average No.	Average No.	Rs.	Rs.
	State lines worked by companies.				
I	EAST INDIAN (a)	26	1,483	43,372	1,03,065
II	BENGAL-NÁGPUR	6	285	6,600	20,727
III	INDIAN MIDLAND (b)	26	262	20,080	21,739
V	GODHRA-EDTLAM-NAGDA	3	32	478	2,886
	State lines worked by the State.				
XII	NORTH WESTERN (STATE) (c)	56	1,706	2,114	88,129
XIII	HYDERABAD-SHADIPALLI	1	20	...	1,602
XIV	OUDH AND ROHILKHAND (STATE)	...	395	(d) 321	25,689
XV	EASTERN BENGAL (STATE) (e)	62	534	2,555	33,517
XVIII	EAST COAST (STATE)	...	57	...	4,361
	Lines worked by guaranteed companies.				
XXIV	GREAT INDIAN PENINSULA (f)	21	974	34,629	93,854
XXV	BOMBAY, BARODA AND CENTRAL INDIA	49	427	12,874	34,581
XXVI	MADRAS (h)	7	234	12,219	19,213
	Line owned by native state and worked by company.				
XXXVI	THE NIZAM'S GUARANTEED STATE (i)	26	160	11,253	18,578
	Line owned by native state and worked by state railway agency.				
XL	RÁJPURA-BHÁTINDA	5	46	...	805
	METRE GAUGE.				
	State lines worked by companies.				
XLIII	BENGAL AND NORTH-WESTERN—				
	TIRHOOT SECTION	5	365	3,572	27,796
	COMPANY'S SECTION				
XLV	RAJPUTANA-MALWA (j)	136	646	44,252	70,016
XLVII	SOUTHERN MAHRATTA (k)	10	551	15,278	47,460
L	SOUTH INDIAN (l)	...	223	...	(m) 34,272
LII	ASSAM-BENGAL	...	14	...	504
	State line worked by the State.				
LIV	BURMA (STATE)	40	337	...	24,390
	Assisted companies.				
LVIII	ROHILKUND AND KUMAON (COMPANY'S SECTION) (n)	11	116	...	...
LIX	BENGAL DOOARS	...	6	...	730
LX	DUBRI-SADIYA (o)	...	...	...	...
	Line owned and worked by native state.				
LXIX	BHÁVNAGAR-GONDAL-JUNÁGARH-PORBANDAR (p)	20	115	...	...
	TOTAL STANDARD AND METRE GAUGES	510	9,071	2,09,738	6,80,465

* Based on figures given

No. 44.

lines) and the amount of compensation payments due to thefts for the year 1895.

COST BORNE BY THE RAILWAY.							
Contingencies.	Total cost of force to the railway.	Cost of force to the railway per mean mile worked.	Compensation payments due to thefts or enclosures of police.	Compensation payments per 1,000 tons of goods moved during the year	Mean mileage worked during the year (see also statement No. 22, pages 139—41).	Serial No.	REMARKS.
Rs.	Rs.	Rs.	Rs.	Rs.	Miles.		
21,451	1,67,888	88·13	6,670	1	1,904·94	I	(a) Including the Delhi-Umballa-Kalka and the Tarkessur railways.
2,226	29,563	34·28	72	...	862·33	II	
2,909	44,778	54·66	...	...	819·21	III	(b) Including the Bhopal-Itársi, the Bina-Goona and the Bhopal-Ujjain railways.
277	3,641	31·60	186	...	115·22	V	
10,639	1,00,782	40·60	331	...	2,469·62	XII	(c) Including the Jammu and Kashmir railway (Native state section).
...	1,602	27·19	...	...	58·91	XIII	
1,232	27,242	34·17	1,843	2	797·18	XIV	(d) Represents pay of one clerk.
236	36,308	38·70	5,747	4	938·23	XV	(e) Including the Bengal Central railway and the metre gauge sections of the Eastern Bengal (state) railway.
107	4,968	11·93	...	...	416·46	XVIII	
8,736	(g) 1,37,419	(g) 32·21	2,534	1	1,400·23	XXIV	(f) Including the Wardha Coal, the Dhond-Manmád, and the Khawgaon and Amdost railways.
4,164	51,619	112·00	934	1	460·90	XXV	(g) The cost shown against this railway represents $\frac{1}{10}$th of the total cost of the police force.
5,141	36,573	43·07	2,316	2	849·23	XXVI	(h) Including the Kolar Gold-fields railway.
743	30,577	86·21	...	...	354·70	XXXVI	(i) Including the Beswada Extension (East Coast state railway).
...	805	7·46	...	...	107·94	XL	
						XLIII	
1,059	32,428	42·88	231	...	756·30		
4,088	1,24,356	69·71	5,021	3	1,783·85	XLV	(j) Including the Pálanpur-Deesa and the Gaekwar's Mahsána railways.
4,308	67,041	43·08	1,299	1	1,556·20	XLVII	(k) Including the Guntakal-Mysore frontier, the Southern Mahratta (Mysore section), the Yesvantpur-Mysore frontier, the Mysore-Nanjangód, and the Kolhapur railways.
...	34,272	31·06	2,594	3	1,103·38	L	(l) Including the Mádyavaram-Mutupet and the Pondicherry railways.
39	543	3·41	...	...	64·58	LII	(m) Including Rs. 21,530 being cost of Government supervision.
...	24,390	31·96	499	1	762·91	LIV	
...	10,662	37·48	160	1	281·32	LVIII	(n) Including the Lucknow-Bareilly section.
1	731	20·08	202	3	36·40	LIX	
...	...	...	...	...	...	LX	(o) No separate railway police force is entertained.
...	(g) 24,970	65·76	963	4	379·69	LXIX	(p) Including the Jetalsar-Rájkot railway. (q) Figures taken from the Revenue Accounts, which include Rs. 7,230 on account of railway magisterial charges.
67,264	9,38,058	54·06	31,509	1	18,370·18		

in the Revenue Accounts.

CHAPTER XIII.

Rolling-stock (Revenue).

The following statement shows the average number of locomotives in use on the principal railways, and the work obtained from each during the year 1895:

STATEMENT No. 45.

Serial No.	RAILWAY.	Number of locomotives on the line on 31st December 1894.	Number added during 1895. *	Average number of locomotives in use during 1895.	Total engine-mileage.	Average mileage per engine.	Average mileage per engine per diem.	REMARKS.
		No.	No.	No.	Miles.	Miles.	Miles.	
	STANDARD GAUGE.							
	State lines worked by companies.							
I	EAST INDIAN (*a*) . . .	580	16	580	13,738,141	23,686	64·89	(*a*) Including the Delhi Umballa-Kalka and the Tarkessur railways.
II	BENGAL-NAGPUR . . .	103	8	107	1,761,960	16,467	45·11	
III	INDIAN MIDLAND (*b*) . .	117	−6	111	1,566,083	14,114	38·67	(*b*) Including the Bhopal-Itárai, the Bina-Guona and the Bhopal-Ujjain railways.
	State lines worked by the State.							
XII	NORTH WESTERN (STATE) (*c*) .	588	1	588	10,474,011	17,870	48·96	(*c*) Including the Hyderabad-Shadiyalli and the Rájpura-Bhatinda railways, and the Jammu and Kashmir railway (Native state section), but excluding the stock belonging to the metre-gauge section of the old Bolán railway (Quetta loop) and the Ferozepore tramway.
XIV	OUDH AND ROHILKHAND (STATE).	166	10	159	3,513,393	22,115	60·69	
XV	EASTERN BENGAL (STATE) (*d*)	97	12	101	2,300,344	22,873	62·67	(*d*) Including the Bengal Central railway.
XVIII	EAST COAST (STATE) . .	38	5	43	837,496	19,477	53·36	
	Lines worked by guaranteed companies.							
XXIV	GREAT INDIAN PENINSULA (*e*).	605	...	605	9,919,817	16,396	44·92	(*e*) Including the Wardha Coal, the Dhond-Manmád, the Khándesh and the Amráoti railways.
XXV	BOMBAY, BARODA AND CENTRAL INDIA (*f*) . . .	143	19	156	3,365,677	21,637	59·23	(*f*) Including the Godhra-Ratlam-Nagda, open section, and the Gaekwar's Perlád railways.
XXVI	MADRAS (*g*)	163	3	164	3,025,946	18,395	50·40	(*g*) Including the Kolar Gold-fields railway.
	Line owned by native state and worked by company.							
XXXVI	THE NIZAM'S GUARANTEED STATE (*h*)	50	...	50	886,370	17,878	48·98	(*h*) Including the Bezwada Extension (East Coast state railway), also 3·10 miles of line worked over twice by each train.

* This represents the net addition, after allowing for the number of engines withdrawn during the year.

STATEMENT No. 45—*concld.*

Serial No.	RAILWAY.	Number of locomotives on the line on 31st December 1894.	Number added during 1895.	Average number of locomotives in use during 1895.	Total engine-mileage.	Average mileage per engine.	Average mileage per engine per diem.	REMARKS.
	METRE GAUGE.	No.	No.	No.	Miles.	Miles.	Miles.	
	State lines worked by companies.							
XLIII	BENGAL AND NORTH-WESTERN—							
	TIRHOOT SECTION . . / COMPANY'S SECTION .	100	5	105	2,077,577	19,787	54·21	
XLV	RAJPUTANA-MALWA (*a*) .	440	6	445	73,40,411	16,477	45·14	(*a*) Including the Pálanpur-Deesa, the Gaekwar's Mehsána and the Oodeypore-Chitor railways.
XLVII	SOUTHERN MAHRATTA (*b*) .	(*c*) 220	...	214	3,624,648	16,938	46·40	(*b*) Including the Guntakal-Mysore frontier, the Southern Mahratta (Mysore section), the Kolhápur, the Yesvantpur-Mysore frontier and the Mysore-Nanjangúd railways.
L	SOUTH INDIAN (*d*)	204	...	202	4,080,289	20,150	55·20	(*c*) Excluding the tender of a condemned engine.
LII	ASSAM-BENGAL (*e*) . . .	...	...	22	198,798	9,036	49·11	(*d*) Including the Máyavaram-Mutupet and the Pondicherry railways.
								(*e*) Opened to traffic from the 1st July 1895.
	State lines worked by the State.							
LIII	EASTERN BENGAL (STATE)—							
	NORTHERN AND BEHAR SECTIONS (including the Kaunia-Dhulla, 2' 6" gauge, branch). . .	77	2	67	1,792,953	26,681	73·10	
	DACCA SECTION . . .	12	...	10	247,807	23,646	64·78	
LIV	BURMA (STATE) . . .	121	18	120	2,361,231	19,677	53·91	
	Assisted Company.							
LVIII	ROHILKUND AND KUMAON (Company's section), (*f*) .	27	...	26	560,151	21,890	59·97	(*f*) Including the Lucknow-Bareilly section.
	Lines owned and worked by native states.							
LXVII	JODHPORE-BICKANEER—							
	JODHPORE-SECTION . . / BICKANEER SECTION . .	17	...	17	349,348	20,550	56·30	
LXIX	BHÁVNAGAR-GONDAL-JUNÁGARH-PORBANDAR (*g*) . .	33	...	33	650,349	19,708	53·99	(*g*) Including the Jetalsar-Rájkot railway.

2. Statement No. 46 on the four following pages shows the number of engines and vehicles used conveying traffic and the number of miles run by trains during 1895.

* This represents the net addition, after allowing for the number of engines withdrawn during the year.

STATEMENT

Engines and vehicles used in conveying traffic and the number of miles travelled by trains

Serial No.	RAILWAY.	Mean mileage worked. (From statement No. 25, pages 132—141.)	NUMBER OF ENGINES AND VEHICLES USED IN CONVEYING						
			Engines.	CARRIAGES.					
				1st class.	2nd class.	3rd or Intermediate class.	Lowest (3rd or 4th) class.	Composite.	Total number.
	STANDARD GAUGE.	Miles.	No.	No.	No.	No.	No.	No.	No.
	State lines worked by companies.								
I	EAST INDIAN (a)	1,904·94	596	76	88	73	665	150	1,052
II	BENGAL-NAGPUR	862·33	111	8	15	8	181	41	253
III	INDIAN MIDLAND (b)	819·21	111	27	17	...	220	47	311
IV	BHOPAL-ITARSI (BRITISH SECTION)	(13·11)	...	...	...	...	Worked by the Indian Midland		
V	GODHRA-RUTLAM-NAGDA	(115·22)	Open section Godhra to Ratlam worked by the Bombay, Baroda and Central India						
VI	WARDHA COAL	(44·88)	...	...	...	...	Worked by the Great Indian Peninsula		
VII	DHOND-MANMAD	(145·44)							
VIII	EAST COAST (STATE) (BEZWADA EXTENSION).	(20·58)	...	...	...	Worked by the Nizam's Guaranteed State			
	TOTAL	3,586·48	818	111	120	81	1,066	238	1,616
	State lines worked by the State.								
XII	NORTH WESTERN (STATE) (c)	2,636·47	589	100	82	98	764	205	1,249
XIII	HYDERABAD-SHADIPALLI	(58·91)	...	...	...	Worked by the North Western (state) railway			
XIV	OUDH AND ROHILKHAND (STATE)	797·18	166	39	25	20	243	92	419
XV	EASTERN BENGAL (STATE) (d)	373·79	109	15	13	52	191	79	349
XVI	BENGAL CENTRAL	(125·01)	...	...	...	Worked by the Eastern Bengal (state)			
XVII	CALCUTTA PORT COMMISSIONERS'	8·53	6	...	...	...	...	...	...
XVIII	EAST COAST (STATE)	395·88	43	11	14	...	139	16	180
	TOTAL	4,211·87	913	165	133	170	1,337	392	2,197
	Lines worked by guaranteed companies.								
XXIV	GREAT INDIAN PENINSULA (f)	1,490·23	605	88	150	...	555	97	890
XXV	BOMBAY, BARODA AND CENTRAL INDIA (g)	580·47	162	26	41	22	259	62	410
XXVI	MADRAS (h)	849·22	166	34	70	...	376	49	529
	TOTAL	2,928·92	933	148	261	22	1,190	208	1,829
	Assisted companies.								
XXVII	DELHI-UMBALLA-KALKA	(161·40)	...	...	...	...	Worked by the East Indian		
XXVIII	TARRASSUR	(22·23)							
	TOTAL	(183·63)	...	...	...	...	...	...	...
	Lines owned by native states and worked by companies.								
XXXI	KHIMSAGAR	(7·65)	...	...	...	...	Worked by the Great Indian		
XXXII	AMBAGH	(5·44)							
XXXIII	BIRA-GOOMA	(48·45)							
XXXIV	BHOPAL-USFAIN	(15·86)	...	...	...	...	Worked by the Indian Mid		
XXXV	BHOPAL-ITARSI (NATIVE STATE SECTION)	(44·04)							
XXXVI	THE NIZAM'S GUARANTEED STATE (i)	354·70	50	16	8	...	51	17	92
XXXVII	THE GAEKWAR'S PETLAD	(13·35)	...	...	...	...	Worked by the Bombay, Baroda and		
XXXVIII	KOLAR GOLD-FIELDS	(10·09)	...	...	...	...	Worked by the Madras railway		
	TOTAL	354·70	50	16	8	...	51	17	92
	Lines owned by native states and worked by state railway agency.								
XL	RAJPURA-BHATINDA	(107·04)	...	...	...	Worked by the North Western (state) railway			
XLI	JAMMU AND KASHMIR (NATIVE STATE SECTION)	(15·82)							
	TOTAL	(123·86)	...	...	...	...	...	...	...
	TOTAL STANDARD GAUGE	11,081·95	2,714	440	522	273	3,644	855	5,734

NOTE.—The mileages shown within brackets

No. 46.

on the standard and metre gauge railways during the year ending the 31st December 1895.

TRAFFIC.			NUMBER OF TRAIN-MILES RUN.					Serial No.	REMARKS.
Miscellaneous coaching vehicles (excluding brake-vans).	Goods vehicles of all descriptions (excluding brake-vans and cranes).	Brake-vans.	Passenger (including passenger proportion of mixed and light train-mileage.)	Goods (including goods proportion of mixed and light train mileage.)	Mixed and light train-mileage.	Total train-mileage.	Number of train-miles per mile worked.		
No.	No.	No.	Miles.	Miles.	Miles.	Miles.	Miles		
165	9,649	341	4,575,217	6,922,228	4,121,554	11,497,445	6,035·69	I	(a) Including the Delhi-Umballa-Kalka and the Tarkessur railways.
40	3,407	123	491,232	1,077,545	1,130,257	1,568,777	1,819·23	II	
41	2,060	126	703,060	703 782	606,866	1,411,842	1,723·42	III	(b) Including the Bhopal-Itársi, the Rina-Goona and the Bhopal-Ujjain railways.
railway	...	...	...	...	...	...	...	IV	
railway	...	...	...	...	...	...	...	V	
railway	...	...	...	...	...	...	...	VI VII	
railway	...	...	...	...	...	...	...	VIII	
286	15,116	590	5,769,509	8,703,555	5,861,677	14,478,064	4,036·85		
292	10,031	506	3,650,718	6,016,256	3,042,111	9,675,974	3,670·05	XII	(c) Including the Hyderabad-Shadipalli and the Khipro-Bhatinda railways and the Jammu and Kashmir railway (Native state section) but excluding the stock belonging to the metre gauge section of the old Bolán railway (Quetta loop) and the Ferozepore tramway.
...	...	...	...	...	...	...	...	XIII	
69	4,357	120	1,137,829	1,843,929	1,651,553	2,981,749	3,740·37	XIV	
108	2,068	63	1,038,782	926,811	732,440	2,057,593	5,504·68	XV	(d) Including the Bengal Central railway.
railway	...	...	...	...	...	...	...	XVI	
...	172	...	Information not available.			...	...	XVII	
13	1,086	85	288,747	432,769	474,201	711,516	1,822·33	XVIII	
482	17,714	724	6,145,076	9,291,756	5,000,305	15,436,832	(e)3,672·53		(e) Excluding the Calcutta Port Commissioners' railway.
246	7,824	633	2,893,825	4,858,241	1,437,003	8,752,066	5,872·95	XXIV	(f) Including the Wardha Coal, the Dhond-Manmad, the Khámgaon and the Amraoti railways.
35	4,216	94	1,356,055	1,638,356	584,567	2,804,441	4,910·24	XXV	(g) Including the Godhra-Rutlam-Nagda, open section, and the Gwkwar's Petlád railways.
103	2,809	174	1,293,095	1,276,403	1,383,140	2,569,498	3,025·72	XXVI	(h) Including the Kolar Gold-fields railway.
384	14,849	901	6,543,005	7,673,000	3,404,770	14,216,005	4,853·05		
railway	...	...	...	...	...	...	...	XXVII XXVIII	
...	...	...	...	...	...	...	...		
Peninsula railway		...	...	...	...	...	...	XXXI XXXII	
land railway		...	...	...	...	...	...	XXXIII XXXIV XXXV	
19	773	41	229,677	520,915	461,944	759,592	2,141·51	XXXVI	(i) Including the Bezwada Extension (East Coast state railway), plus 9·10 miles of line worked over twice by each train.
Central India railway		...	...	...	...	...	...	XXXVII	
...	...	...	...	...	...	...	...	XXXVIII	
19	773	41	229,677	520,915	461,944	759,592	2,141·51		
...	...	...	...	...	...	...	...	XL XLI	
...	...	...	...	...	...	...	...		
1,161	48,453	2,256	18,057,267	26,203,226	13,628,096	44,890,493	(e)4,033·89		

are not included in the totals as they are included with the mileages of the home lines.

STATEMENT

Engines and vehicles used in conveying traffic and the number of miles travelled by trains

Serial No.	RAILWAY.	Mean mileage worked (From statement No. 32 pages 138-141.)	NUMBER OF ENGINES AND VEHICLES USED IN CONVEYING						
			Engines.	CARRIAGES.					
				1st class.	2nd class.	3rd or intermediate class.	Lowest (3rd or 4th) class.	Composite.	Total number.
	METRE GAUGE.	Miles.	No.	No.	No.	No.	No.	No.	No.
	State lines worked by companies.								
XLIII	BENGAL AND NORTH-WESTERN— TIRHOOT SECTION . . . COMPANY'S SECTION . . .	756·30	105	32	10	...	222	66	330
XLIV	ROHILKUND AND KUMAON (LUCKNOW-BAREILLY SECTION) . . .	(215·90)	...	...	Worked by the Rohilkund and Kumaon railway				
XLV	RAJPUTANA-MALWA (a) . . .	1,809·13	446	130	95	50	765	94	1,134
XLVI	PÁLANPUR-DEESA . . .	(17·26)	...	...	...	Worked by the Rajputana-Malwa railway			
XLVII	SOUTHERN MAHRATTA (b) . . .	1,556·29	(c)220	20	42	...	482	88	632
XLVIII	GUNTAKAL-MYSORE FRONTIER . . .	(119·50)	...	...	...	Worked by the Southern Mahratta			
XLIX	SOUTHERN MAHRATTA (MYSORE SECTION) . . .	(296·00)							
L	SOUTH INDIAN (d)	1,109·38	204	19	44	...	619	66	748
LI	MÁVATARAM-MUTUPET . . .	(58·99)	...	...	...	...	Worked by the South Indian		
LII	ASSAM-BENGAL (e)	64·65	22	1	...	...	20	5	26
	TOTAL . . .	5,289·66	997	202	191	50	2,108	319	2,870
	State lines worked by the State.								
LIII	EASTERN BENGAL (STATE)— NORTHERN AND BENAR SECTIONS (including the Kaunia-Dhaulia, 2' 6" gauge, branch) . . .	478·52	79	10	10	35	159	38	252
	DACCA SECTION . . .	85·93	12	4	4	5	33	10	56
LIV	BURMA (STATE)	762·91	139	34	48	...	361	61	504
	TOTAL . . .	1,327·35	230	48	62	40	553	109	812
	Assisted companies.								
LVII	DOOSHUR	4·79	3	...	...	...	8	2	10
LVIII	ROHILKUND AND KUMAON (COMPANY'S SECTION) (g) . . .	281·82	27	11	3	2	94	21	132
LIX	BENGAL DOOARS . . .	30·40	4	...	...	...	13	5	18
LX	DIBRU-SADIYA	77·30	18	...	...	...	20	8	28
	TOTAL . . .	400·51	52	11	3	3	135	36	188
	Lines owned by native states and worked by companies.								
LXIII	THE GAEKWAR'S MEHSÁNA . . .	(92·63)	Worked by the Rajputana-Malwa railway					...	...
LXIV	KOLHÁPUR	(29·07)							
LXV	YESVANTPUR-MYSORE FRONTIER . .	(51·35)	...	Worked by the Southern Mahratta railway				...	...
LXVI	MYSORE-NANJANGÚD . . .	(15·25)							
	TOTAL . . .	(188·30)	...	...	...	...	...	...	...
	Lines owned and worked by native states.								
LXVII	JODHPORE-BICKANEER— JODHPORE SECTION . . .	364·00	17	7	2	...	48	6	63
	BICKANEER SECTION . . .								
LXVIII	ODDETORE-CHITOR	(25·28)	...	...	...	...	Worked by the Rajputana-Malwa		
LXIX	BHÁVNAGAR-GONDAL-JUNAGARH-PORBANDAR (h)	379·89	33	22	10	...	128	20	180
LXX	JETALSAR-RÁJKOT	(46·23)	...	...	...	...	Worked by the Bhávnagar-Gondal		
	TOTAL . . .	743·89	50	29	12	...	176	26	243
	Foreign lines.								
LXXIV	WEST OF INDIA PORTUGUESE . . .	51·00	12	2	2	...	16	2	22
LXXV	PONDICHERRY	(7·80)	...	...	...	...	Worked by the South Indian		
	TOTAL . . .	51·00	12	2	2	...	16	2	22
	TOTAL METRE GAUGE . .	7,812·21	1,341	292	270	93	2,988	492	4,136

NOTE.—The mileages shown within brackets

No. 46—*concld.*

on the standard and metre gauge railways during the year ending the 31st December 1895—concld.

TRAFFIC.			NUMBER OF TRAIN-MILES RUN.					Serial No.	REMARKS.
Miscellaneous coaching vehicles (excluding brake-vans)	Goods vehicles of all descriptions (excluding brake-vans and cranes).	Brake-vans.	Passenger (including passenger proportion of mixed and light train-mileage).	Goods (including goods proportion of mixed and light train-mileage.)	Mixed and light train-mileage.	Total train-mileage.	Number of train-miles per mean mile worked.		
No.	No.	No.	Miles.	Miles.	Miles.	Miles.	Miles.		
21	2,339	67	771,027	966,008	1,482,296	1,737,085	2,296·75	XLIII	
(company's	section)	...	...	...	...	...	...	XLIV	
165	7,166	282	2,279,023	4,143,813	2,707,279	6,422,836	3,550·23	XLV	(c) Including the Pálanpur-Deesa, the Gaekwar's Mehsána and the Godáypore-Chikor railways.
...	...	...	...	...	...	...	...	XLVI	
83	4,084	183	1,263,719	2,084,273	2,425,516	3,347,992	2,151·39	XLVII	(b) Including the Guntakal-Mysore frontier, the Southern Mahratta (Mysore section), the Kolhápur, the Yevanúr-Mysore frontier and the Mysore-Nanjangúd railways.
railway	...	...	...	...	...	...	...	XLVIII	(c) Excluding the tender of a condemned engine.
								XLIX	
140	3,321	60	1,610,759	1,858,465	1,298,441	3,469,224	3,144·18	L	(d) Including the Máyavaram-Mutupet and the Pondicherry railways.
railway	...	...	...	...	...	...	...	LI	
4	536	16	24,437	135,840	45,288	160,277	2,479·15	LII	(e) Opened to traffic from the 1st July 1895.
413	18,546	613	5,948,965	9,188,399	7,958,820	15,137,364	2,861·69		
56	1,903	50	601,631	869,498	739,241	1,471,129	3,074·33	LIII	
11	246	10	128,829	63,932	158,694	192,761	2,243·49		
105	3,189	136	926,539	1,081,941	1,065,154	2,008,780	2,633·05	LIV	
172	5,618	196	1,657,299	2,015,371	1,963,089	3,672,670	2,7..·92		
...	8	2	...	...	...	(*f*)11,860	2,475·99	LVII	(*f*) Cannot be apportioned between coaching and goods.
16	659	27	178,439	287,097	368,680	465,536	1,651·80	LVIII	(*g*) Including the Lucknow-Bareilly section.
1	80	5	21,031	17,535	36,545	33,966	1,067·75	LIX	
1	711	18	37,832	143,162	113,496	180,904	2,335·41	LX	
18	1,458	52	237,308	448,094	518,721	697,256	1,740·92		
...	...	...	...	...	...	...	...	LXIII	
...	...	...	...	...	...	...	...	LXIV	
								LXV	
								LXVI	
...	...	...	...	...	...	...	...		
6	229	12	175,458	152,975	313,721	328,433	902·29	LXVII	
railway	...	...	...	...	...	...	...	LXVIII	
10	892	37	317,796	289,361	337,686	601,157	1,583·28	LXIX	(h) Including the Jetalsar-Rajkot railway.
Junágarh	Porbandar	railway	...	...	...	...	...	LXX	
16	1,112	49	497,254	442,336	651,407	929,590	1,249·97		
2	146	13	35,..52	66,062	34,207	103,014	2,019·88	LXXIV	
railway	...	...	...	...	...	...	...	LXXV	
2	146	13	35,952	66,062	34,207	103,014	2,019·88		
621	26,910	923	8,367,772	12,160,263	11,126,214	20,530,894	2,229·20		

are not included in the totals as they are included in the mileages of the home lines.

CHAPTER XIV.

Flood damages.

The rainfall for the year 1895 was on the whole moderate, but exceptional floods due in most cases to cyclonic storms occurred in the districts served by the Bengal-Nágpur, East Coast (state), Great Indian Peninsula, Southern Mahratta and Cooch Behar railways.

The following paragraphs furnish a brief description of the principal floods which occurred during the year and of the damage to the several railways concerned:

Bengal-Nágpur Railway (standard gauge).

2. Heavy floods occurred during June, July and August causing damage at various places on the main and branch lines. The principal cases causing interruption to traffic were as follows:

On the 28th July, the bank at mile 301 was washed away, and the cutting at mile 302 slipped in four places between Khongsara and Khodri. The line was repaired and through communication restored the next day.

On the 31st July, the line at mile $\frac{276}{10}$ between Belpahár and Jharsuguda was breached for a length of 200 feet, rendering the transhipment of passengers necessary for three days. The waterway at the site of the accident being insufficient a 12-foot bridge is in course of erection.

On the 1st August, the line at mile $\frac{275}{30}$ between Belpahár and Jharsuguda was washed away for a length of 100 feet by heavy rain. Traffic was stopped for a whole day. On the same date, the line was also breached at mile $\frac{274}{10}$, between Belpahár and Jharsuguda. Sixty feet of bank was washed away and transhipment was necessary for nearly two days.

North Western (state) Railway system (standard gauge.)

3. There were practically no heavy floods on the main line section in 1895.

Main line section.

Some floods occurred on the Sind-Sagar district, causing breaches to the line between Dhák and Golpur on the 4th August. There was also a wash out at mile 168, between Sann and Ámri on the Kurrachee district, in consequence of heavy rain on the 10th August.

Floods on the frontier section were lighter than those in the year 1894, but some damage was done to the line in the Sharigh district owing to the flood attacking it at, fresh points.

Frontier section.

The recent improvements in connection with the Tandúrí bridge and bund have proved highly satisfactory. The highest floods of the year came down on the 11th and 12th June, and set against bund No. 81 at Spintangi, damaging it. At Tandúrí, the flood water rose to within four feet of the top of the new big bund at the pump-house. This bund stood well and entirely diverted the stream from the railway bank, forming a large deposit of silt in the old channel.

The greatest damage occurred at mile $\frac{401}{3}$, between Nárí and Tandúrí, where the river having scoured in front of the retaining wall, the pressure of wet earth behind caused a failure of about 200 feet in length of the wall. This caused stoppage of traffic from the 12th to the 14th August, when a diversion was laid on the undisturbed ground.

Eastern Bengal (state) Railway system (standard, metre and special gauges).

4. On the eastern and southern sections, floods this year were moderate, and there was no danger to the line, but the chur near Bhairámára was cut away

for about 700 feet, and near mile 10, Porádaha branch, for about 1,000 feet. The Bidya Dhari has seriously encroached near Bansra, threatening to cut off communication with Canning.

Owing to heavy floods in the Dharlla and Teesta rivers, the line at Dharlla left bank and ghât was overtopped and washed away on the 10th July; and on the 11th, the line between Dharlla left bank and Jatrapur was flooded.

On the 8th July, the diversion for bridge No. 6, Mogalhát line, was unsafe, and the water topped the rail 6 inches. The diversion at bridge No. 4 was washed away.

On the 18th July, the old Ratnai bridge No. 11 sank slightly. The new bridge was opened to traffic in August 1895.

The usual moves consequent on the rise and fall of the rivers took place at the Dámukdia, Goalundo and Manihári Ghâts.

East Coast (state) Railway (standard gauge).

5. The floods in the Kistna district, in September, were exceptionally heavy. Between Bezwada and Bhimadole, the water rose over the line in several places destroying the banks and entirely sweeping away many bridges between miles 4 to 38. In several instances the permanent-way was also carried some distance down stream. The whole of this section has therefore to be practically reconstructed. The damage to the line in the first 10 miles was caused by the breaching of tanks. The tanks had received their full supply from the south-west monsoon, and the exceptionally heavy fall of rain on the 5th September, amounting to 12 inches in 24 hours, caused them to burst. In the Budimeru valley, eight Government tanks were breached, of which one alone had an area of six square miles. There are also several zamindari tanks, one of which, opposite Mustabada station, 4 miles in length, one mile wide and 12 feet deep, was breached in several places. The water rushed down on to the line, and destroying a 12 foot bridge, made a gap in the bank 600 feet in length with a scour of 16 feet. Traffic was stopped for one and a half months. The line is being reconstructed with additional waterways and an estimate for the work, amounting to over 5 lakhs of rupees, has been submitted for sanction.

On the northern section of the line also, some damages were caused by the floods. Owing to heavy and continuous rainfall during September, the Malaguni river, which crosses the railway line at mile 465½, came down in flood and spread over the whole country from mile 464 to mile 467, reaching a level only 6 inches below formation. On the 17th September, a breach, 163 feet wide, occurred at mile 465.

Great Indian Peninsula Railway system (standard gauge).

6. The rainfall for the year was below normal, but the heavy cyclonic rains which fell on the 6th and 7th September in the Bársi-Sholápur district, caused considerable disaster to three bridges on the south-east line.

On the 6th September, the storm waters carried away the south span with the piers of the Benisherur bridge (6 spans of 60 feet girders) at mile 330 between Baroti and Dudhni.

On the same date, at mile 318, between Baroti and Dudhni, eleven piers at the north end and five piers at the south end of the Bori bridge (20 spans of 30 feet girders) were overturned and wrecked by the floods.

On the 7th September, a cyclonic storm caused the river Seena to rise to about half-way between the springing and the crown of the arches of the bridge (12 spans of 40 feet masonry arches) at mile 26¼, between Mohol and Páksi stations, and the flood entirely wrecked the six arches at the Ráichúr end of the bridge.

On the same date, the line at mile 261, between Angar and Mohol stations, was under water, and the ballast was, for the length of three telegraph posts, scoured out from under the pot sleepers, stopping the traffic for the time being.

On the 13th September, heavy rain again caused a flood in the Seena river and, owing to the rush of water, the third, fourth, fifth and sixth arches

collapsed, the third arch carrying with it a Government telegraph lineman, who was trying to repair the damaged telegraph wires. Through communication was not restored for some considerable time, during which passengers were transhipped. New bridges are being erected in place of those wrecked.

Bengal and North-Western Railway (metre gauge).

7. *Tirhoot section.*—The Ganges continued to cut away the bank at Semaria Ghât, but this cutting was slight compared with that in the previous year. The cause of the changes in the channels at Semaria Ghât is probably the stoppage of the flow of water in the Bya river which joins the Ganges on the west boundary of Semaria station. This river used formerly to receive a good deal of flood water from the Ganges in time of flood, but changes in the Ganges river-bed have altered this and the Bya is now nearly a dead-water channel.

Southern Mahratta Railway system (metre gauge).

8. On the 12th June, the rain water ponded up on one side of the bank at mile 163, Bijápur branch, and not being able to draw off fast enough through the channel provided, percolated through and breached the bank, which is at this point 8 feet high.

On the 6th September, consequent on an unprecedented fall of rain on the Bijápur branch, the line was breached at miles 142, 143, 154 and 158 and seriously so at mile 141. The breaches at miles 142, 143, 154 and 158 were restored in the course of a few hours, but at mile 141 passengers had to be transhipped for four days.

On the 8th September, in consequence of heavy rain, a bad slip occurred at mile 137-4-7 on the Guntakal-Bangalore section. A bank 20 feet high slipped for a distance of fifty five feet and rendered the line impassable for trains. Prompt measures were taken to repair the breach, and through communication was restored on the 12th September.

On the 20th September, there was an abnormal fall of rain at Giddalur (main line) and the two-foot flat top culvert at mile 367-10 not proving sufficient to carry off the flood water, the water ponded back and rose up to formation level, breaching the line at mile 367-7-8 for a hundred feet in length.

On the 29th September, at mile 58-8, Poona branch, a bank about 3 feet high and about 20 feet in length was washed away on both sides of a one-foot drain, and the water forced its passage through the cutting side-drain and scoured the ballast away to a length of four telegraph posts.

South Indian Railway system (metre gauge).

9. On the 31st December, the railway embankment at mile 266-2, Nellore branch, was breached for a length of 24 feet, owing to an adjacent tank bund giving way. Traffic was resumed on the 2nd January 1896. During the repairs, passengers were transhipped across the breach.

Assam-Bengal Railway (metre gauge.)

10. There was an exceptionally heavy rainfall just at the time that the line was opened, and although no breaches occurred, the necessity for several extra waterways became apparent and they are now being put in. Although the line is absolutely new, there was no interruption to traffic on this account on the open section during the period under report.

On the 30th May, the second pier of the Barak bridge in division No. 8, fell bodily over during a flood which rose to within two feet of the top of the pier and which, being accompanied by a strong cross current, caused a sudden scour.

Burma (state) Railway (metre gauge).

11. On the 1st August, the line between miles 60 and 64, at Pyinbôngyi on the Sittang section, was topped by floods, and ballast was washed

away in several places varying in length from 2 to 25 feet. There was, however, no serious detention to traffic. As this portion of the line had been topped by floods in three successive years, it was decided to raise the bank and increase the waterway. The work was taken in hand in February 1896, and was practically completed at the end of March, traffic being meanwhile carried on a diversion.

On the 1st September, owing to an exceptionally heavy rainfall, the line was breached near Saye, mileage $\frac{18}{10}$ to $\frac{19}{10}$. The waterway in this locality was insufficient to drain the abnormal flood which scoured a number of bridges and breached the bank in several places. This flood was a wholly exceptional one and is not likely to recur, but it has been decided to raise the bank in some places and provide a considerable amount of additional waterway.

Jodhpore-Bickaneer Railway (metre gauge).

12. Traffic was interrupted for five days from the 31st July, on account of the line being breached at miles 157 and 158 by floods, and the Guia low level bridge was rendered impassable for a day. Interruptions were caused also on three other occasions, but they were not important.

CHAPTER XV.

Accidents.

The following statement shows for each gauge separately, the number of persons killed and injured in connection with railway working during 1895, as compared with the average of the four previous years:

STATEMENT No. 47.

Year.	Passengers.						Servants.						Other persons.												Total all classes.	
	From accidents to trains, rolling-stock, permanent-way, &c.		By accidents from other causes, including accidents from their own want of caution or misconduct.		Total.		From accidents to trains, rolling-stock, permanent-way, &c.		By accidents from other causes, including accidents from their own want of caution or misconduct.		Total.		Whilst passing over railways at level crossings.		Trespassers.		Suicides.		Miscellaneous, not included in preceding columns.		Total.			
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		
Standard gauge.																										
1895	8	35	61	119	69	154	6	29	111	273	116	293	10	8	219	55	91	4	9	8	319	85	504	532		
Average of the four previous years . .	27	63	49	130	76	193	10	50	129	324	190	374	14	6	173	50	99	4	9	8	295	68	479	635		
Metre gauge.																										
1895	...	4	15	52	15	56	6	8	90	92	48	99	4	6	103	50	17	4	2	7	126	67	187	213		
Average of the four previous years . .	2	23	11	47	13	70	7	15	39	98	46	113	6	6	83	41	9	...	3	3	102	50	169	233		
Special gauges.																										
1895	...	...	...	1	...	1	...	2	...	8	...	10	...	1	3	2	...	...	...	...	...	3	3	14		
Average of the four previous years . .	...	...	...	2	...	2	...	1	1	...	1	1	...	...	1	1	...	...	...	...	1	1	2	4		
Total of all gauges.																										
1895	8	39	76	172	84	211	12	39	151	363	163	402	14	15	326	117	98	8	11	15	447	155	693	759		
Average of the four previous years . .	29	86	60	179	89	265	17	66	169	432	186	488	20	12	256	92	68	4	12	11	396	119	631	872		

The following paragraphs give a brief account of the principal accidents which occurred during the year:

East Indian Railway system (standard gauge).

2. On the 2nd March, at mile 224, between Jubbulpore and Deori, a rail was taken out of the track, and No. 2 down Jubbulpore mail train was derailed. The engine together with the front brake-van and a third class carriage ran down the embankment, and all were upset. Two vehicles were thrown across the road in opposite directions and twelve other vehicles were derailed. The brakesman was killed and the driver, European fireman and khalassie died shortly after from injuries received. Only one passenger was seriously injured. The culprits who removed the rail were not apprehended, although a large reward was offered. The mails were seriously detained and the damage to rolling-stock, permanent-way, etc., was heavy.

Shortly after the above accident, an attempt was made to wreck a goods train near Katni station by placing some sleepers on the rails, but this was fortunately frustrated; a troop train which preceded the goods train ran over the obstruction, and the fact being reported at Katni station, the police

repairing to the scene, made several arrests. Seven men were on conviction sentenced to transportation for life, two others being released on turning Queen's evidence.

On the 6th March, on the Salanpur branch, as a train consisting of a pilot engine with thirty one wagons was ascending a gradient, the draw bar of a wagon broke, owing to a flaw in the material, and the rear portion of the train ran back and collided with a brake-van and nine loaded wagons standing at Shamdi station, and precipitating them down the bank, wrecked four and caused serious damage to the remainder.

On the 26th April, at Hooghly, as No. 9 up branch train was backing into the station, it collided with a wagon standing foul of the crossing. A third class passenger and the native guard were injured and the stock was considerably damaged.

On the 11th July, at Naihâti Junction, No. 12 down Hooghly branch train collided with No. 151 up goods train, owing to the driver of the former train running into the station against signals at an excessive speed. Several vehicles were derailed and the stock was badly damaged. The guard of No. 151 goods train, a soldier of the Royal Sussex regiment, and a native passenger received slight injuries. The driver of the branch train was prosecuted and sentenced to a fine.

On the 23rd November, at Khâna Junction, a collision occurred between No. 154 down and No. 27 up goods trains. The latter train was crossing the main line to the loop, when the former train pitched into it, the driver having lost control of his engine and run past the signals which were at danger. The engine, rolling-stock and permanent-way were seriously damaged. The driver of the down goods train was prosecuted and sentenced to a fine.

North Western (state) Railway system (standard gauge).

3. On the 28th May, at mile $\frac{11}{53}$, between Murâdnagar and Ghâziabad, No. 44 down goods train collided with No. 30 down mixed train. Some third and intermediate class passengers were slightly hurt, and the rolling-stock was damaged.

On the 10th July, a brake-van was blown away from the dead siding in Laki station yard towards Âmri station, by a very heavy storm and, colliding with No. 55 up goods train at mile 180—7, was thrown off the line and wrecked, causing slight damage also to the engine of the train. The accident was due to the neglect of the station staff in omitting to secure the vehicle properly.

On the 19th July, the rear brake-van attached to No. 1 up Quetta mail train was discovered on fire near Templedera station. The train was taken into the station where efforts were made to extinguish the fire, but without success. The brake-van and one truck loaded with timber were destroyed. The fire is believed to have originated from a "Hukka" in possession of the owner of some poultry, who was improperly allowed by the guard to travel in the brake-van.

Oudh and Rohilkhand (state) Railway (standard gauge).

4. On the 4th April, a serious collision occurred between Jaunpur City and Mihráwán stations, when No. 151 up *mela* passenger train collided with No. 46 down goods train. The damage to rolling-stock was considerable, and seven passengers were killed and nine wounded. The assistant station master at Mihráwán, in fault, on prosecution, was convicted and sentenced to two years' rigorous imprisonment.

Eastern Bengal (state) Railway system (standard, metre and special gauges).

5. On the 12th January, at Rajendrapur, on the Dacca section, while the engine of No. A up goods train was shunting, No. 140 down mail and mixed train entered the station against signals and collided with it; the down mail and mixed train was detained for about seven hours, and an up special goods train for ten hours. Goods, passengers and mails had to be transhipped owing to the line being blocked.

On the 1st May, at Canal Junction, on the Eastern section, while No. 47 up (Eastern Bengal) train was taking the cross-over from the down to the up line, No. 72 down (East Indian) train came in against signals and collided with it, causing serious damage to rolling-stock. The driver of the down train was prosecuted and fined Rs. 100 by the Magistrate, Sealdah, and the switchman, who was also to blame, was fined Rs. 10.

On the 3rd August, No. 34 down passenger train collided with No. 39 up goods train between Jagati and Porádaha stations, owing to neglect of the rules by the assistant station master and the signaller at Porádaha. Considerable damage was done to the rolling-stock, and six passengers were slightly injured. The assistant station master and signaller were prosecuted by the railway; the Magistrate refused to frame a charge against the latter, and fined the former Rs. 200, but he was acquitted on appeal. Subsequently, the guard of the train was ordered to be prosecuted by the Magistrate, and was fined Rs. 100, but he also was acquitted on appeal. The station master and signaller have since been dismissed.

Great Indian Peninsula Railway system (standard gauge).

6. On the 28th March, a damaged rail was removed from the road at mile 227-7, on the south-east line, between Kim and Bársi Road stations. Owing to the expansion of the rails, the gang were unable to get the new rail into the road before the arrival of No. 89 down goods train, and, no signals having been put out to protect the operation until too late to stop the train, the engine tender, four wagons and the centre brake-van were derailed, and considerable damage caused both to the rolling-stock and permanent-way. The keyman to blame was prosecuted, and was on conviction sentenced to a fine of Rs. 10 or in default to undergo 10 days' simple imprisonment.

On the 14th July, a fish bolt having been placed on the line at mile 93-14, on the north-east line, near Ghoti station, the engine of No. 80 up Nágpur passenger train was derailed, the engine being slightly and the permanent-way considerably damaged. The perpetrators, three boys, were prosecuted and convicted, but as they were too young to be punished, their fathers were bound over.

Madras Railway (standard gauge).

7. On the night of the 4th March, a collision occurred at Púdi station between No. 81 mail train and No. 142 B train, while the latter was drawing into the through siding, owing to the driver of the mail train running past danger signals. The signals and points at Púdi are interlocked, and the collision could not have occurred had the driver obeyed the signals exhibited. The two engines were damaged, but no person was seriously injured.

On the 22nd June, on arrival of No. 81 mail train from Madras at Cuddapah station, the engine was detached and ordered to shed. After it had drawn away from the train, instead of moving towards the shed by the main line, it came back on the same line at a high speed, and collided with the train vehicles standing at the platform, smashing a baggage van in front of the train, derailing the tender and driving the train back about one hundred feet. No one was seriously injured, but delays were caused to trains. The accident was caused by the shed maistry, who took charge of the engine on the arrival of the mail train, having failed to notice that he had not passed on to the main line, and also by the assistant station master on duty having omitted to advise the yard staff of his intention to send the engine to shed.

On the 22nd July, No. 121 mixed train from Pódanúr parted at mile 317-3—4, between Wálayár and Kanyikód stations. The front portion consisting of engine, eighteen goods wagons and two brake-vans ran ahead, the rear portion, consisting of five third class carriages and a brake-van, following; at mile 318-10, the rear portion of the train caught up and dashed into the front portion, partly smashing up the under-guard's brake-van, severely damaging one of the carriages and causing damage to three wagons. No one was injured. The accident was due to the head guard failing to carry out the ghát rules, which provide that all wagon brakes must be dropped at Madukarai.

The Nizam's Guaranteed State Railway system (standard gauge).

8. On the 5th January, a collision occurred between No. 3 up and No. 8 down mixed trains at Alir station yard, near the crossing on the Jangaon side. The engine of the up train and four medium-sided wagons were derailed and the rolling-stock was slightly damaged. The accident was due to the carelessness of the driver of No. 3 up train, the guard of No. 8 down train, the assistant station master and the muccadum. The driver was summarily dismissed, and the others punished by fine.

On the 24th June, an up special goods train was derailed between Vikarabad and Dharur, at mileage 65, some rails having been removed from the line for repairs. The permanent-way was slightly damaged and the engine and some wagons were derailed, blocking the main line for twenty four hours. The assistant permanent-way inspector, to whose omission to protect the operation by signals the accident was due, was prosecuted.

On the 15th July, a serious accident occurred in the Chintalapalli station yard, whereby two contractor's coolies were killed and about seventeen others injured. A ballast train had to stable there for the night, and as the dead end siding would only hold about half the trucks forming the ballast train, the other half was placed on one of the two sidings used for crossing trains. The men had been warned that they were not to get under the wagons, especially under those standing on the station siding. A heavy storm came on during the night and unknown to the station staff, a number of coolies got under the trucks. A carriage had to be detached from a passing train and was shunted against the empty ballast trucks which caused them to move about thirty feet, and the coolies getting alarmed in the darkness, attempted to escape from under the moving trucks and were cut up.

Rajputana-Malwa Railway system (metre gauge).

9. On the 6th July, at Kesarpura, a lowsided wagon loaded with stones was bumped by another vehicle, which was being hand shunted, and owing to a falling gradient of 1 in 270, the wagon ran out of the yard and collided with No. 55 up mixed and mail train at mile 136·15, between Nimbahera and Kesarpura stations. The wagon and the engine of the train were damaged and the fireman was slightly injured. The station master of Kesarpura, to whose carelessness the accident was due, was prosecuted.

On the 19th July, No. 2 down mail train, while entering Gurgaon station, collided with a covered goods wagon which was allowed to foul the crossing of points by the staff who were hand shunting it at the time. The rolling-stock and permanent-way were damaged. The station master and two menials were prosecuted.

On the 15th September, No. 2 down mail train collided with a rake of twenty three wagons at the south end of Sáli station. The points having been burst open previously by No. 43 up goods train, the mail train, while running through station, took the 3rd line instead of the main line. The engine of the train and nine vehicles of the rake were derailed, and the rolling-stock and permanent-way were considerably damaged. The assistant station master, who was in fault, was prosecuted.

Southern Mahratta Railway system (metre gauge).

10. On the 2nd April, No. 1 up mixed train collided with No. 16 down mixed train at Phirangipuram, owing to the train having been admitted on the same line on which No. 16 down train was standing. Four vehicles and the cowcatchers of both the engines were damaged and four passengers were slightly injured. The station master and the assistant station master were prosecuted and sentenced to pay a fine of Rs. 20 and Rs. 150, respectively.

On the 1st July, as No. 45 up mixed train was entering Salpa station, the pointsman reversed the points, and the engine and five loaded wagons were derailed and one wagon was capsized. The permanent-way and the wagons were considerably damaged.

South Indian Railway system (metre gauge).

11. On the 14th November, the rod of the brake-van of No. 90 down mixed train broke, and the broken rod with the brake block falling between the front and rear wheels, became jammed between the guard and main line rails of the level crossing at mile 299-4, Nellore branch. The rear wheels ran over the block and were derailed. The permanent-way was slightly damaged.

On the 28th December, while No. 31 up mail train was entering Trichinopoly Junction station, it collided with a shunting engine. The shunting engine and tender and the engine of the mail train were capsized, and the tender of the latter and leading brake-van were derailed, the brake-van being damaged. The driver and fireman of the shunting engine, who were in fault, were dismissed the service.

Assam-Bengal Railway (metre gauge).

12. On the 20th August, a ballast train parted at mile 110 on the Chandpur branch, the two portions of the train collided throwing three coolies out of a truck, two of whom were killed and one injured. The accident was due to the carelessness of the guard.

On the 29th August, two coolies were killed and six ballast wagons damaged by a fall of earth after blasting operations, on Tiger-pass siding, at Chittagong.

Burma (state) Railway (metre gauge).

13. On the 29th January, the rear brake-van of No. 74 down mail train was detached from the train between Nyaungyan and Shanywa by some person or persons unknown; the guard was murdered and the contents of the travelling cash safe were robbed. A conviction was obtained against certain suspected persons, but they were discharged on appeal.

On the 3rd April, the engine of No. 75 up mail train was derailed at the south end of Ledaunggan station platform, owing to the check rail of a crossing being loose and defective. The engine and tender were badly damaged, and the train suffered a detention of several hours.

On the 14th August, an axle of a short covered goods wagon attached to No. 59 up mixed train broke at mile 19—14, Sittang section, causing the derailment of six other wagons and damage to 120 feet of rails and sleepers. None of the passengers were injured.

On the 26th September, an axle of a short covered goods wagon attached to No. 34 down goods train broke at mile 60—12-14, Irrawaddy section, causing the derailment of twelve other vehicles, and damage to 233 feet of rails and sleepers.

Rohilkund and Kumaon Railway system (metre gauge).

14. On the 22nd August, No. 12 down mixed train collided with a buffalo at mile $\frac{14}{20}$, between Haldwáni and Lálkua stations. The engine with its tender and five wagons immediately behind it were derailed, and the fireman was seriously injured.

Bengal Dooars Railway (metre gauge).

15. On the 9th May, three covered goods wagons, one intermediate class, four third class, one composite carriage and one brake-van of a down mixed train were derailed between Lataguri and Deomoni, owing to a broken axle box. The rolling-stock and permanent-way were slightly damaged. The line was blocked for three days owing to heavy rain at the time.

Bhávnagar-Gondal-Junágarh-Porbandar Railway system (metre gauge).

16. On the 22nd December, a runaway wagon, which was being hand-shunted at Ráuáwáo station, got out of control and collided with No. 6 up mixed train at mile 185-10, Dhasa-Porbandar section. The wagon and the engine of the train were slightly damaged. The collision was due to the carelessness of the traffic staff, who were punished. The train proceeded after slight detention.

Total number of accidents to trains, rolling-stock, etc.

17. The statement on pages 214 and 215 shows the total number of accidents to trains, rolling-stock, permanent-way, etc., during 1895, and the casualties resulting therefrom, as compared with the average of the four preceding years, the results for each gauge being shown separately.

18. The statistical results for the year under review are summarised in the following table:

Particulars.		1895.				Average of the four previous years.			
		Standard.*	Metre.†	Special.	Total.	Standard.*	Metre.†	Special.	Total.
Mean mileage worked	Miles	11,073	7,761	266	19,100	10,463	7,235	263	17,961
Train-mileage run	Miles	44,890,493	20,436,880	438,365	65,765,738	42,649,065	19,213,157	436,306	62,208,628
Number of passengers carried	No.	97,277,012	54,631,242	916,918	152,825,172	87,370,821	45,166,202	800,218	133,303,241
Number of passenger units carried one mile	No.	4,083,131,730	2,000,843,056	24,770,696	6,108,745,482	3,724,289,030	1,772,584,124	22,186,606	5,519,059,760
Number of accidents per 100,000 train-miles run	No.	5	10	14	7	6	10	15	7
Proportion of passengers killed by accidents to trains (*vide* statement No. 47) to number carried	No.	1 in 12,159,626	...	...	1 in 19,163,146	1 in 3,233,475	1 in 22,533,101	...	1 in 4,596,603
Proportion of passengers injured by accidents to trains (*vide* statement No. 47) to number carried	No.	1 in 2,779,343	1 in 13,657,810	...	1 in 3,918,594	1 in 1,384,346	1 in 1,963,748	...	1 in 1,550,068
Proportion of passengers killed from all causes (*vide* statement No. 47) to number carried	No.	1 in 1,499,812	1 in 3,642,083	...	1 in 1,819,347	1 in 1,148,380	1 in 3,474,323	...	1 in 1,497,789
Proportion of passengers injured from all causes (*vide* statement No. 47) to number carried	No.	1 in 631,669	1 in 975,557	1 in 916,918	1 in 724,290	1 in 453,212	1 in 645,231	1 in 430,109	1 in 503,031
Proportion of passengers killed and injured from all causes (*vide* statement No. 47) to number carried	No.	1 in 436,230	1 in 709,454	1 in 916,918	1 in 518,051	1 in 324,450	1 in 544,171	1 in 430,109	1 in 376,563
Proportion of passengers killed and injured from all causes (*vide* statement No. 47) to number of passenger units carried one mile	No.	1 in 18,310,008	1 in 29,025,958	1 in 24,770,696	1 in 20,911,002	1 in 13,844,941	1 in 21,356,435	1 in 11,093,303	1 in 15,890,564

It will be noticed that there were 7 accidents for every 100,000 train-miles run, the number being the same as the average of the four previous years.

As compared with the average of the four previous years, the proportion of passengers killed by accidents to trains to the number of passengers booked was 1 in 19 millions against 1 in 4½ millions. The proportion of passengers injured to the number of passengers booked was 1 in 4 millions against an average of 1 in 1½ millions in the four previous years.

The proportion of passengers killed from all causes to the number of passengers booked was 1 in 1¾ millions against 1 in 1½ millions. The proportion of passengers injured to the number of passengers booked was 1 in 724,290 against 1 in 503,031.

The proportion of total casualties (passengers killed and injured from all causes) to the number booked was 1 in 518,051 against 1 in 376,563. The proportion of total casualties to the number of passenger units carried one mile was 1 in 21 millions against 1 in 15½ millions.

* Excluding the Calcutta Port Commissioners' railway.
† Excluding the West of India Portuguese railway.

STATEMENT

Accidents to trains, rolling-stock, permanent-way, etc., on railways open for

Classification.	STANDARD GAUGE.												METRE							
	Average number of accidents during the four previous years.			Number.			Number of passengers and others.		Number of servants.		Total all classes.		Average number of accidents during the four previous years.			Number.			Number of passengers and others.	
	Accidents reported to Local Governments under section 82 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	Accidents reported to Local Governments under section 82 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Accidents reported to Local Governments under section 82 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	Accidents reported to Local Governments under section 82 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.
1. Collisions between passenger trains or parts of passenger trains	2	1	3	3	3	6	...	...	...	...	...	...	4	1	5	2	1	3	...	3
2. Collisions between passenger trains and goods or mineral trains, engines and vehicles standing out of the line	15	16	31	9	12	21	7	25	...	6	7	31	4	10	14	5	15	20	...	...
3. Collisions between goods trains or parts of goods trains	6	60	66	10	76	86	...	1 (a)	1	...	1	2	2	24	26	4	22	26	...	...
4. Collisions between light engines	1	21	22	...	18	18	...	...	...	1	...	1	...	7	7	...	3	3	...	...
5. Passenger trains or parts of passenger trains leaving the rails	17	30	47	9	25	34	...	3	4	1	4	4	5	34	39	15	40	55	...	...
6. Goods trains or parts of goods trains, engines, etc., leaving the rails	13	188	203	17	145	162	...	...	1	1	1	1	4	116	120	2	85	87	...	...
7. Trains or engines travelling in the wrong direction through points	4	43	47	4	57	61	...	...	...	...	...	...	...	25	25	6	40	46	...	...
8. Trains running into stations or sidings at too high a speed	1	6	7	1	12	13	...	...	1	...	1	...	...	7	7	...	9	9	...	...
9. Trains running over cattle on the line	1	904	905	31	931	962	...	...	...	...	...	...	4	1,026	1,030	5	1,104	1,109	...	...
10. Trains running over obstructions on the line	7	86	93	11	111	122	3 (a)	5 (a)	...	3	2	8	1	56	57	10	65	75	1 (e)	5 (a)
11. Trains running through gates at level crossings	1	26	27	1	30	31	...	...	...	...	...	...	...	21	21	4	15	19	...	...
12. The bursting of boilers of engines	...	...	...	...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...
12(a). The bursting of tubes etc., of engines	...	87	87	1	122	123	...	...	12	...	2	...	...	77	77	...	62	62	...	...
13. The failure of machinery, springs, etc., of engines	1	300	301	1	300	301	...	...	...	...	...	...	...	164	164	...	153	153	...	...
14. The failure of tyres	...	6	6	1	4	5	...	...	...	...	...	...	...	7	7	...	10	10	...	...
15. Ditto of wheels	...	1	1	...	2	2	...	...	...	...	...	...	...	1	1	...	...	...	...	...
16. Ditto of axles	1	10	11	...	8	8	...	...	...	...	...	...	3	29	32	2	36	38	...	...
17. Ditto of brake apparatus	...	1	1	...	3	3	...	...	...	...	...	...	...	3	3	...	4	4	...	...
18. Ditto of couplings	1	75	76	2	76	78	1	...	...	1	...	...	2	125	127	...	123	123	...	...
19. Ditto of tunnels, bridges, viaducts, culverts, etc.	1	3	4	...	...	...	...	...	...	...	...	...	2	1	3	1	1	2	...	...
20. Broken rails	...	46	46	...	42	42	...	...	...	...	...	...	...	18	18	...	26	26	...	...
21. The flooding of portions of permanent-way	22	34	56	13	19	32	1 (a)	...	...	...	1	...	7	45	52	1	41	42	...	...
22. Slips in cuttings or embankments	6	35	41	4	14	18	...	...	...	1	...	1	1	5	6	1	5	6	...	...
23. Fire in trains	2	90	92	3	78	81	...	...	...	...	...	...	...	44	44	1	68	69	...	...
24. Fire at stations, or involving injury to bridges or viaducts	1	33	34	1	24	25	...	...	...	...	...	...	...	11	11	...	11	11	...	...
25. Other accidents	7	160	167	17	115	132	... (b)	8	...	3	...	11	1	55	56	12	68	80	1 (a)	1 (a)
Total for the twelve months ending the 31st December 1895	...	...	...	129	2,228	2,357	11 (c)	42 (d)	5	20	16	62	...	...	...	71	2,007	2,078	2 (a)	9 (e)
Average of the four previous years	...	...	...	112	2,262	2,374	21	66	10	50	41	116	...	...	...	40	1,942	1,982	3	26

(a) Not passengers.
(b) Of these 1 was not a passenger.
(c) Of these 3 were not passengers.
(d) Of these 7 were not passengers.
(e) Of these 5 were not passengers.
(f) Of these 2 were not passengers.
(g) Of these 13 were not passengers.

No. 48.

traffic, and the casualties resulting therefrom during the year ending the 31st December 1895.

GAUGE.				SPECIAL GAUGES.												TOTAL ALL GAUGES.											
Number of servants.		Total all classes.		Average number of accidents during the four previous years.			Number.			Number of passengers and others.		Number of servants.		Total all classes.		Average number of accidents during the four previous years.			Number.			Number of passengers and others.		Number of servants.		Total all classes.	
Killed.	Injured.	Killed.	Injured.	Accidents reported to Local Governments under section 88 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	Accidents reported to Local Governments under section 88 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Accidents reported to Local Governments under section 88 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	Accidents reported to Local Governments under section 88 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
...	...	...	3	...	...	...	...	...	...	...	...	...	...	...	...	6	2	8	5	4	9	...	3	...	...	...	3
1	1	1	1	...	...	...	1	...	1	...	...	...	...	...	...	19	26	45	15	27	42	7	25	1	7	8	32
2	1	2	1	...	...	...	...	...	...	...	...	...	...	...	...	8	84	92	14	98	112	...	(c) 1	2	2	2	3
...	1	...	1	...	...	...	1	1	...	...	...	...	...	...	...	1	28	2	...	22	22	...	...	...	2	...	2
1	...	1	...	3	4	7	...	3	3	...	...	...	...	...	...	25	68	93	24	68	92	...	3	5	1	5	4
...	...	...	...	1	21	22	...	16	16	...	...	...	...	...	...	20	325	345	19	246	265	...	...	1	1	1	1
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	4	68	72	10	97	107	...	...	...	...	...	...
...	...	...	...	1	...	1	...	...	...	...	...	...	...	...	...	2	13	15	1	21	22	...	...	...	1	...	1
...	1	...	1	...	10	10	...	10	10	...	...	...	...	...	...	5	1,940	1,945	36	2,045	2,081	...	...	...	1	...	1
...	...	1	5	...	1	1	...	3	3	...	(a) 1	...	...	...	1	8	143	151	21	179	200	(a) 3	(a) 11	...	3	3	14
...	1	...	1	...	...	...	...	...	...	...	...	...	...	...	...	1	47	48	5	45	50	...	...	...	1	...	1
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...
...	...	...	...	...	164	164	...	1	1	...	...	...	...	...	...	...	164	164	1	184	185	...	...	...	2	...	2
...	...	...	...	...	7	7	...	4	4	...	...	...	...	...	...	1	471	472	1	457	458	...	...	...	...	...	...
...	...	...	...	...	3	3	...	5	5	...	...	...	...	...	...	...	13	13	1	14	15	...	...	...	...	...	...
...	...	...	...	...	3	3	...	1	8	9	...	...	2	...	2	...	5	5	...	7	7	...	...	...	...	...	...
...	1	...	1	...	3	3	1	8	9	...	...	...	...	...	...	4	42	46	3	52	55	...	...	...	3	...	3
...	...	...	...	...	...	...	1	...	1	...	...	...	...	...	...	...	4	4	1	7	8	...	...	...	...	...	...
...	...	...	...	...	3	3	2	...	2	...	...	...	...	...	...	3	203	206	4	199	203	1	...	...	1	...	...
...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	3	4	7	1	1	2	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	64	64	...	60	60	...	...	...	...	...	...
...	...	...	...	...	3	3	...	4	4	...	...	...	...	...	...	29	87	116	14	64	78	(c) 1	...	...	...	1	...
2	...	2	...	...	1	1	...	...	...	...	...	...	...	...	...	7	40	47	5	19	24	...	...	2	1	2	1
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	135	137	4	146	150	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	44	45	1	35	36	...	...	...	...	...	...
...	2	1	3	...	...	...	...	...	...	...	...	...	...	...	...	8	215	223	29	183	212	(a) (f) 1	9	...	5	1	14
6	8	8	17	...	...	...	5	55	60	...	(e) 1	...	2	...	3	...	...	...	213	4,220	4,433	(g) 13	32	11	90	24	82
7	15	10	41	...	...	...	5	61	66	...	...	...	1	...	1	...	...	...	157	4,235	4,392	34	92	17	66	51	188

SIMLA;
The 10th June 1896.

T. GRACEY, *Colonel, R.E.,*
Director General of Railways.

APPENDICES.

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APPENDIX

Additions to open mileage from the 1st April 1895 to the 31st March 1896.

Serial No.	Railway and section.	Length in miles.	Date of opening.	Remarks.
	STANDARD GAUGE.			
	State lines worked by companies.			
I	*East Indian*—			
	SULTANGUNGE TO SULTANGUNGE GHÁT	1¼	6th May 1895	For goods traffic.
	SHEIKHPUR TO GOURANGDI	14½	1st June 1895.	
	DHEMIA JORA TOWARDS THE DAMOODUR RIVER	8	30th June 1895	For goods traffic.
		23¾		
III	*Indian Midland*—			
	BINA TO THE POINT OF JUNCTION WITH THE BINA-GOONA RAILWAY	1¼	1st May 1895 23rd September 1895	For goods traffic. For passenger traffic.
	BHOPAL TO THE POINT OF JUNCTION WITH THE BHOPAL-UJJAIN RAILWAY	¼	11th November 1895	For goods traffic.
		1½		
IX	*Beswada-Madras (Madras-Ennúr section)*—			
	WASHERMENPET TO ENNÚR	9	22nd February 1896.	
	TOTAL	34½		
	State lines worked by the State.			
XII	*North Western (state)*—			
	HARAPPUR TO BHAGANWALA *(Bhaganwala branch)*	7½	31st August 1895	For goods traffic.
	WAZIRABAD TO HAFIZABAD *(Wazirabad-Lyallpur branch).*	37½	15th August 1895.	
	HAFIZABAD TO SANGLA HILL *(Wazirabad-Lyallpur branch).*	31	1st January 1896.	
	SANGLA HILL TO LYALLPUR *(Wazirabad-Lyallpur branch).*	27½	15th February 1896.	
		103½		
XVIII	*East Coast (state)*—			
	PALASA TO BERHAMPORE GANJÁM	46	1st April 1895.	
	BERHAMPORE GANJÁM TO RAMBHA	29¼	1st September 1895 15th October 1895	For goods traffic. For passenger traffic.
	RAMBHA TO KHURDA ROAD	61¼	1st March 1896.	
		137¼		
	TOTAL	240¾		
	Lines owned by native states and worked by companies.			
XXXIII	*Bina-Goona*—			
	JUNCTION WITH THE INDIAN MIDLAND RAILWAY AT BINA TO GOONA	72¼	1st May 1895 23rd September 1895	For goods traffic. For passenger traffic.
XXXIV	*Bhopal-Ujjain*—			
	JUNCTION WITH THE INDIAN MIDLAND RAILWAY AT BHOPAL TO UJJAIN	113¼	11th November 1895.	For goods traffic.
XXXV	*Bhopal-Itárai (Native state section)*—			
	CENTRE OF BHOPAL STATION TO THE JOINT BOUNDARY OF THE BHOPAL-ITÁRSI AND INDIAN MIDLAND RAILWAYS AT BHOPAL	¼	11th November 1895.	For goods traffic.
	TOTAL	186		
	TOTAL STANDARD GAUGE	461		

N. B.—Where not otherwise stated, the dates given refer to opening for both passenger and goods traffic.

A.

Additions to open mileage from the 1st April 1895 to the 31st March 1896—concld.

Serial No.	Railway and section.	Length in miles.	Date of opening.	Remarks.
	Metre gauge.			
	State line worked by company.			
LII	*Assam-Bengal*—			
	Chittagong Port to Chittagong	2	3rd November 1895	For goods traffic.
	Chittagong to Feni	57	1st July 1895	
	Feni to Comilla	30	1st July 1895 15th September 1895	For goods traffic. For passenger traffic.
	Comilla to Akhaura	29½	1st January 1896 1st February 1896	For goods traffic. For passenger traffic.
	Lakśám to Chandpur *(Chandpur branch)*	31½	1st July 1895 15th September 1895	For goods traffic. For passenger traffic.
	Total	159		
	State line worked by the State.			
LIV	*Burma (state)*—			
	Nankan to Mohnyin	74½	21st October 1895.	
	Mohnyin to Mogaung	92½	1st March 1896	For goods traffic.
	Nahakaung to Katha *(Katha branch)*	14½	21st October 1895.	
	Total	181½		
	Line owned and worked by native state.			
LXVIII	*Oodeypore-Chitor*—			
	Berach near Chitorgarh to Debari near Oodeypore	60½	1st August 1895.	
	Total metre gauge	360½		
	Grand total	621½		

N. B.—Where not otherwise stated, the dates given refer to opening for both passenger and goods traffic.

APPENDIX

Extensions of line sanctioned from the 1st April 1895 to the 31st March 1896.

Serial No.	Railway and section.	Length in miles.	Date of sanction.	Remarks.
	Standard gauge.			
	State lines worked by companies.			
I	*East Indian*—			
	Chanch branch extension	1	11th February 1896.	
III	*Indian Midland*—			
	Saugor to Katni	118½	2nd December 1895.*	
X	*East Indian railway extensions (Moghal Sarai-Gya)*—			
	Moghal Sarai to Gya	130	14th November 1895.	
XI	*Bengal-Nágpur extensions*—			
	Sini *vid* Midnapore and Budge-Budge to Nanji near Calcutta	167	21st August 1895.	
	Midnapore to Cuttack	194		
		361		
	Total	610½		
	State lines worked by the State.			
XII	*North Western (state)*—			
	Harappe to Bhojanwala	7½	13th July 1894	Originally sanctioned as a colliery siding. It has since been decided to open this length for goods traffic. The line was opened on the 31st August 1896.
	Lyallpur to Toba Tek Singh	48	10th December 1895	Commencement of work not yet authorized.
		55½		
XIV	*Oudh and Rohilkhand (state)*—			
	Najibabad to the right bank of the Kosi river opposite Kotdwara	18½	18th October 1895.	
XV	*Eastern Bengal (state)*—			
	Belgachhi to the Ganges	2¼	12th February 1896.	
	Panchcookia junction to the Ganges (Fakirabad line)	5½		
	Rajbári to Lalgola new station	3½	26th February 1896.	
		11¼		
XIX	*Rae Bareli-Benares*—			
	Rae Bareli to Benares	133	26th September 1895.	
XX	*Beswada-Madras (Ennir-Beswada section)*—			
	Ennúr to Beswada	230	2nd July 1895	Excluding 24½ miles of the existing South Indian, metre gauge, railway between Gudur and Nellore to be taken over and converted to the standard gauge.
XXI	*Kotri-Rohri (Chord line)*—			
	Kotri to Hyderabad (Sind)	5½	28th August 1895*	With bridge over the Indus.
	Total	458½		
	Line worked by guaranteed company.			
XXIV	*Great Indian Peninsula*—			
	Mohpáni to the new coal field of the Nerbudda coal company	1	12th March 1896.	
	Assisted companies.			
XXIX	*South Behar (Luckeeserai-Gya)*—			
	Luckeeserai to Gya	83	10th July 1895.	
XXX	*Southern Punjab (Delhi-Samdastaj)*—			
	Delhi *vid* Bhatinda to Samásata	400½	21st August 1895.	
	Total	483½		
	Line owned and worked by native state.			
XXII	*Bina-Goona (Goona-Bara extension)*—			
	Goona to the Parbati river in the Gwalior state	21	.....	Commencement of earthwork sanctioned for famine relief purposes.
	Total standard gauge	1,572½		

* The dates shown in the fly-leaf to Part II of the Administration Report for 1894-95 were incorrect.

B.

Extensions of line sanctioned from the 1st April 1895 to the 31st March 1896—concld.

Serial No.	Railway and section.	Length in miles.	Date of sanction.	Remarks.
	METRE GAUGE.			
	State line worked by company.			
XLIII	*Bengal and North-Western*—			
	Tirhoot section—			
	HAJEEPORE *vid* KHAGARIA TO KATIHÁR	162	.....	Sanction of the Secretary of State has not yet been received, but a grant of Rs. 40,00,000 has been reserved for the line, as work will probably be put in hand during 1896-97.
	Company's section—			
	GOOBA-GANGES DOAB LINES—			
	TURTIPUR TO BENARES	84½		
	MAU TO AZAMGARH	27		
	MAU TO BALLIA AND REVELGANJ	71½	.....	Commencement of earthwork for famine relief purposes sanctioned.
	SIEDPUR TO GHÁZIPUR	29		
		211½		
	TOTAL	373½		
	State lines worked by the State.			
LIV	*Burma (state)*—			
	MOGAUNG TO MYITKYINA	37	8th November 1895.*	
LVI	*Mandalay-Kunlon*—			
	MYOHAUNG TO THE RIGHT BANK OF THE SALWEEN RIVER	224	16th October 1895.	
	TOTAL	261		
	Lines owned and worked by native states.			
LXXI	*Jodhpore-Bikaner railway extension (Bikaner-Kharí)*—			
	BICKANEER TO KHARI IN THE BIKANEER STATE	28	.....	Commencement of earthwork sanctioned for famine relief purposes.
LXXII	*Shadipalli-Balotra (Balotra-Jodhpore frontier section)*—			
	BALOTRA TO JODHPORE FRONTIER IN THE JODHPORE STATE	135	.....	Commencement of earthwork sanctioned for famine relief purposes.
	TOTAL	163		
	Foreign line.			
LXXVI	*Karikal-Peralam*—			
	KARIKAL TO PERALAM	14½	12th July 1895.	
	TOTAL METRE GAUGE	812		
	SPECIAL GAUGE.			
	Assisted company.			
LXXIX	*Barsi (2′ 6″)*—			
	BARSI ON THE GREAT INDIAN PENINSULA RAILWAY TO THE TOWN OF BARSI	24½	1st August 1895.	Originally sanctioned as a steam tramway. A contract has since been entered into with the Secretary of State with the object of constructing the line as a light railway under the provisions of Act IX of 1890.
	Line owned by native state and worked by company.			
LXXX	*The Gaekwar's Dabhoi (2′ 6″)*—			
	VISHVÁMITRI TO PÁDRA	7½	22nd May 1895.	
	Line owned by native state and worked by state railway agency.			
LXXXII	*Cooch Behar (2′ 6″)*—			
	RIGHT BANK OF THE TORSA RIVER TO THE TOWN OF COOCH BEHAR	24	30th August 1895.	
	TOTAL SPECIAL GAUGE	31½		
	Grand total of railways	2,475½		
	STEAM TRAMWAY WORKING OUTSIDE MUNICIPAL LIMITS.			
	Ránaghat-Krishnagarh (2′ 6″)—			
	RÁNAGHAT ON THE RIGHT BANK OF THE CHURNI TO KRISHNAGARH ON THE LEFT BANK OF THE JALANGI.	19	16th December 1895.	

* The date shown in fly-leaf to Part II of the Administration Report for 1894-95 was incorrect.

APPENDIX

Statement showing the gauge and classification of lines and the lengths of

Serial No.	RAILWAY.	Name of working or constructing agency.	Date of first opening for traffic.	SANCTIONED MILE		
				At the end of 1894-95 as shown in the last report.	Sanctioned during 1895-96 (Appendix B).	Corrections of mileage.
	STANDARD GAUGE.					
	State lines worked by companies.			Miles.	Miles.	Miles.
I	EAST INDIAN	East Indian Railway Company	15th Aug. 1854	1,698¼	1	+5
II	BENGAL-NÁGPUR	Bengal-Nágpur Railway Company.	6th April 1880	860¾	...	...
III	INDIAN MIDLAND	Indian Midland Railway Company.	1st April 1886	672	118¼	+¼
IV	BHOPAL-ITÁRSI (BRITISH SECTION)	Indian Midland Railway Company.	1st June 1882	13	...	...
V	GODHRA-RUTLAM-NAGDA	Bombay, Baroda and Central India Railway Company.	16th Jan. 1893	115¼	...	(*a*)+25½ −½
VI	WARDHA COAL	Great Indian Peninsula Railway Company.	1st Feb. 1874	45	...	...
VII	DEOND-MANMÁD	Great Indian Peninsula Railway Company.	15th Mar. 1878	145¼	...	...
VIII	EAST COAST (STATE) (BEZWADA EXTENSION) (*b*)	Nizam's Guaranteed State Railways Company.	10th Feb. 1889	...	...	(*b*) + 20¼
IX	BEZWADA-MADRAS (MADRAS-ENNÚR SECTION).	Madras Railway Company	22nd Feb. 1896	8¼	...	+ ¼
X	EAST INDIAN RAILWAY EXTENSIONS (MOGHAL SARAI-GYA).	East Indian Railway Company	.....	...	130	...
XI	BENGAL-NÁGPUR EXTENSIONS (*c*)	Bengal-Nágpur Railway Company.	... ..	...	301	...
	RUTLAM-UJJAIN (*d*)	Bombay, Baroda and Central India Railway Company.	.....	60¼	...	(*d*)—60¼
	TOTAL	.....	.....	3,626	610¼	−9¼
	State lines worked by the State.					
XII	NORTH WESTERN (STATE)	North Western (state) railway	18th May 1861	2,422¼	55¼	−1¼ (*e*)+100
XIII	HYDERABAD-SHADIPALLI	North Western (state) railway	18th Aug. 1892	59	...	...
XIV	OUDH AND ROHILKHAND (STATE)	Oudh and Rohilkhand (state) railway.	23rd April 1867	796½	15½	+½
XV	EASTERN BENGAL (STATE)	Eastern Bengal (state) railway	2nd Jan. 1862	248¾	11¾	+¾
XVI	BENGAL CENTRAL	Eastern Bengal (state) railway	16th Oct. 1882	125	...	...
XVII	CALCUTTA PORT COMMISSIONERS'	Port Trust, Calcutta	1st Nov. 1875	6¼	...	(*f*) +2¼
XVIII	EAST COAST (STATE)	East Coast (state) railway	20th Feb. 1893	567¼	...	(*g*) −20¾ (*h*) −3 −¼
XIX	BAR BARELI-BENARES	Being constructed by state agency. To be worked by the Oudh and Rohilkhand (state) railway when open.	....	...	139	...
XX	BEZWADA-MADRAS (ENNÚR-BEZWADA SECTION.)	Being constructed by state agency. Working agency not yet decided.	.....	...	(*i*) 280	...
	WAZIRABAD-LYALLPUR	North Western (state) railway	.....	160	...	(*j*)—160
XXI	KOTRI-ROHRI (CHORD LINE)	(*k*)	.....	183¾	5¼	−3¼
XXII	MUSHKAF-BOLÁN	(*k*)	.....	87	...	...
XXIII	MÁRI-ATTOCK	(*k*)	.....	80	...	...
	TOTAL	.....	.....	4,081¼	456¾	−25
	Lines worked by guaranteed companies.					
XXIV	GREAT INDIAN PENINSULA	Great Indian Peninsula Railway Company.	18th April 1853	1,286¾	1	+¼
XXV	BOMBAY, BARODA AND CENTRAL INDIA	Bombay, Baroda and Central India Railway Company.	10th Feb. 1860	450¾	...	...
XXVI	MADRAS	Madras Railway Company	1st July 1856	839¼	...	...
	TOTAL	.....	... ..	2,586¾	1	+¼
	Assisted companies.					
XXVII	DELHI-UMBALLA-KALKA	East Indian Railway Company	1st Mar. 1891	161¼	...	...
XXVIII	TARKESSUR	East Indian Railway Company	1st Jan. 1885	22¼	...	...
XXIX	SOUTH BEHAR (LUCKEESERAI-GYA)	East Indian Railway Company	.....	...	83	...
XXX	SOUTHERN PUNJAB (DELHI-SAMÁSATA) ...	Being constructed by the Southern Punjab Railway Company. To be worked by the North Western (state) railway when open.	.....	...	400¾	...
	TOTAL	.....	... ..	183¾	483¾	...
	Carried over	.....	.....	11,078	1,551¼	−34

C.

lines sanctioned and open for traffic on the 31st March 1896.

AGE.	OPEN MILEAGE.				Length held with two or more tracks.	Length remaining to be finished.	Serial No.	REMARKS.
Total sanctioned length at the end of 1895-96.	On the 31st March 1895 as shown in the last report.	Opened during 1895-96 (Appendix A.)	Corrections of mileage.	Total open length on the 31st March 1896.				
Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.		
1,704¼	1,672¼	23½	+ 4¼	1,700¼	474¼	4	I	
860½	860½	...	...	860½	...	...	II	
797½	677½	1½	+ ½	679½	...	118¼	III	
13	13	...	...	13	...	...	IV	(a) *Vide* remark (d) below. (b) Although forming an integral part of the East Coast (state) railway, this line is shown separately as it is worked by the Nizam's Guaranteed State Railways Company.
140½	115½	...	—½	115½	...	25½	V	(c) Slot, *vice* Midegyway to Nasji near Calcutta, and Midnapore to Cuttack.
45	45	...	...	45	...	...	VI	(d) The section of this line from Rutlam to Nagda is treated as part of the Godhra-Rutlam-Nagda railway. The Nagda-Ujjain section is shown separately—vide No. XXXIX, as funds for its construction are being provided by the Gwalior Darbar.
145½	145½	...	...	145½	...	...	VII	
20½	...	...	(*b*) + 20½	20½	...	...	VIII	
9	...	9	...	9	...	...	IX	
130	...	...	...	...	...	130	X	Under construction.
361	...	...	...	...	...	361	XI	Under construction.
...	...	...	...	...	...	...		
4,227½	3,520½	34½	+ 25	3,588½	474½	638½		
2,588½	2,429½	103½	+ 2½	2,535½	41½	48	XII	(e) Wardhad-Lyallpur railway.
59	59	...	...	59	...	...	XIII	
812½	796½	...	+ ½	797½	...	15½	XIV	
260½	248½	...	+ ½	249½	55½	11½	XV	
125	125	...	...	125	...	...	XVI	Although for convenience classed amongst State railways, this line is the property of the Bengal Central Railway Company.
8½	6½	...	(*f*) +2½	8½	...	...	XVII	(*f*) Shalimar branch, previously omitted.
543½	375	137½	(*g*) —20½ (*h*) —3 —½	488½	...	55	XVIII	(*g*) *Vide* remark (*b*) above.
139	...	...	...	...	...	139	XIX	(*h*) Metre gauge line from Tadpalli to Bezwada. Under construction.
230	...	...	...	...	...	230	XX	(*i*) Excluding 24½ miles of the existing South Indian, metre gauge, railway between Godur and Nellore to be taken over and converted to the standard gauge.
...	...	...	...	...	...	...		(*j*) Incorporated with the North Western (state) railway. Under construction.
184½	...	...	...	...	...	184½	XXI	(*k*) Being constructed by state agency. To be worked by the North Western (state) railway when open.
87	...	...	...	...	...	87	XXII	Under construction.
80	...	...	...	...	...	80	XXIII	Under construction.
5,113	4,039½	240½	—17½	4,263	96½	850		
1,288	1,286½	...	+1	1,287	462	1	XXIV	
460½	460½	...	...	460½	70½	...	XXV	
839½	839½	...	...	839½	42½	...	XXVI	
2,588	2,586½	...	+1	2,587	575½	1		
161½	161½	...	...	161½	...	...	XXVII	
22½	22½	...	...	22½	...	...	XXVIII	
83	...	...	...	...	...	83	XXIX	Under construction.
400½	...	...	...	...	...	400½	XXX	Under construction.
667	183½	...	...	183½	...	483½		
12,505½	10,339½	275	+8	10,622½	1,146½	1,973		

APPENDIX

Statement showing the gauge and classification of lines and the lengths of

Serial No.	RAILWAY.	Name of working or constructing agency.	Date of first opening for traffic.	SANCTIONED MILE		
				At the end of 1894-95 as shown in the last report.	Sanctioned during 1895-96 (Appendix B)	Corrections of mileage.
				Miles.	Miles.	Miles.
	Brought forward	... ..	.....	11,078	1,551¼	−3½
	STANDARD GAUGE—*concld.*					
	Lines owned by native states and worked by companies.					
XXXI	KHÁMGAON	Great Indian Peninsula Railway Company.	4th Mar. 1870	7½	...	...
XXXII	AMRÁOTI	Great Indian Peninsula Railway Company.	16th Feb. 1871	5½	...	...
XXXIII	BÍNA-GOONA	Indian Midland Railway Company.	1st May 1895	73½	...	−1½
XXXIV	BHOPAL-UJJAIN	Indian Midland Railway Company.	11th November 1895	114	...	−½
XXXV	BHOPAL-ITÁRSI (NATIVE STATE SECTION)	Indian Midland Railway Company.	16th Nov. 1884	44	...	(*a*) +½
XXXVI	THE NIZAM'S GUARANTEED STATE	Nizam's Guaranteed State Railways Company.	9th Oct. 1874	322½	...	...
XXXVII	THE GAEKWAR'S PETLÁD	Bombay, Baroda and Central India Railway Company.	5th May 1890	13½	...	...
XXXVIII	KOLAR GOLD-FIELDS	Madras Railway Company	1st June 1894	10	...	...
XXXIX	NAGDA-UJJAIN	Bombay, Baroda and Central India Railway Company.	.....	...	...	(*b*) +34½ −½
	TOTAL	.....	.....	600	...	+32½
	Lines owned by native states and worked by state railway agency.					
XL	RÁJPURA-BHÁTINDA	North Western (state) railway	1st Nov. 1884	108	...	...
XLI	JAMMU AND KASHMIR (NATIVE STATE SECTION).	North Western (state) railway	15th Mar. 1890	16	...	...
	TOTAL	.....	.....	124	...	...
	Line owned and worked by native state.					
XLII	BÍNA-GOONA (GOONA-BARA EXTENSION)	Being constructed by the Gwalior Darbar. The question of the agency by which it is to be worked when open has not yet been raised.	.....	...	21	...
	TOTAL	.....	.....	...	21	...
	Total standard gauge METRE GAUGE.	.....	.....	11,802	1,572¼	−1½
	State lines worked by companies					
XLIII	BENGAL AND NORTH-WESTERN— TIRHOOT SECTION	Bengal and North-Western Railway Company.	1st Nov. 1875	311½	(*c*) 162	...
	COMPANY'S SECTION		2nd April 1884	637	(*d*) 211¼	(*c*) −15½ +6½
XLIV	ROHILKUND AND KUMAON (LUCKNOW-BAREILLY SECTION).	Rohilkund and Kumaon Railway Company.	12th Oct. 1884	231½	...	...
XLV	RAJPUTANA-MALWA	Bombay, Baroda and Central India Railway Company.	14th Feb. 1873	1,674	...	...
XLVI	PÁLÁNPUR-DEESA	Bombay, Baroda and Central India Railway Company.	8th Nov. 1893	17½	...	...
XLVII	SOUTHERN MAHRATTA	Southern Mahratta Railway Company.	24th Mar. 1884	1,042	...	...
XLVIII	GUNTAKAL-MYSORE FRONTIER	Southern Mahratta Railway Company.	1st Mar. 1893	119½	...	...
XLIX	SOUTHERN MAHRATTA (MYSORE SECTION)	Southern Mahratta Railway Company.	1st Feb. 1881	296	...	...
L	SOUTH INDIAN	South Indian Railway Company.	15th July 1861	1,041½	...	...
LI	MÁYÁVARAM-MUTUPET	South Indian Railway Company.	2nd April 1894	54	...	...
LII	ASSAM-BENGAL	Assam-Bengal Railway Company.	1st July 1895	740½	...	+ 2
	TOTAL	.....	.....	6,094½	373½	− 6½
	Carried over	.....	.....	6,094½	373½	− 6½

C—*contd.*

lines sanctioned and open for traffic on the 31st March 1896.

AGE	OPEN MILEAGE.				Length laid with two or more tracks.	Length remaining to be finished.	Serial No.	REMARKS.
Total sanctioned length at the end of 1894-95.	On the 31st March 1895 as shown in the last report.	Opened during 1895-96 (Appendix A).	Corrections of mileage.	Total open south on the 31st March 1896.				
Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.		
12,605½	10,333¼	275	+ 8	10,622½	1,146½	1,973		
7¼	7¼	...	...	7¼	...	...	XXXI	
5½	5½	...	...	5½	...	...	XXXII	
72½	...	72½	...	72½	...	...	XXXIII	
113½	...	113½	...	113½	...	...	XXXIV	
44½	44	½	...	44½	...	...	XXXV	(*a*) Sanctioned during 1894-95. Omitted from the last report owing to information not having been received in time.
332½	332½	...	...	332½	...	...	XXXVI	
13½	13½	...	...	13½	...	...	XXXVII	
10	10	...	...	10	...	...	XXXVIII	(*b*) *Vide* remark (*d*) on page VIII.
84½	...	...	...	...	...	84½	XXXIX	Under construction.
632½	412½	186	...	598½	...	84½		
108	108	...	...	108	...	...	XL	
16	16	...	...	16	...	...	XLI	The British section of this railway forms an integral part of the North Western (state) railway.
124	124	...	...	124	...	...		
21	...	...	...	...	...	21	XLII	Earthwork on 21 miles from Goons to the Parbati river in the Gwalior state sanctioned for famine relief purposes.
21	...	...	...	...	...	21		
13,373	10,875½	461	+ 8	11,344½	1,146½	2,028½		
603½	341½	...	(*g*)—6	341½	...	162	XLIII	Although for convenience classed amongst state railways, the company's section of this line is the property of the Bengal and North-Western Railway Company.
739½	(*f*) 420½	...	—½	414½	...	325½		
231½	231½	...	...	231½	...	...	XLIV	
1,674	1,674	...	...	1,674	1½	...	XLV	
17½	17½	...	...	17½	...	...	XLVI	
1,042	1,042	...	...	1,042	...	...	XLVII	(*c*) Sanction of the Secretary of State has not yet been received, but a grant of Rs. 40,00,000 has been reserved for the line, as work will probably be put in hand during 1896-97.
110½	110½	...	...	110½	...	...	XLVIII	(*d*) Commencement of earth-work sanctioned for famine relief purposes.
296	296	...	...	296	...	...	XLIX	(*e*) The Gogra-Burhwal branch, 9½ miles, and the temporary line for Gogra ghát to Bahramghat, 6 miles, treated as a ferry for the present.
1,041½	1,041½	...	...	1,041½	...	...	L	(*f*) Including 6 miles of temporary line between Gogra ghát and Bahramghat.
54	54	...	...	54	...	...	LI	
742½	...	159	...	159	...	583½	LII	(*g*) Temporary line—*vide* note (*e*)—treated as a ferry for the present.
6,461½	5,238	159	—½	5,396½	1½	1,070½		
6,461½	5,238	159	—½	5,396½	1½	1,070½		

APPENDIX

Statement showing the gauge and classification of lines and the lengths of

Serial No.	RAILWAY.	Name of working or constructing agency.	Date of first opening for traffic.	SANCTIONED MILE		
				At the end of 1894-95 as shown in the last report.	Sanctioned during 1895-96 (Appendix B).	Corrections of mileage.
				Miles.	Miles.	Miles.
	Brought forward	.....	.....	6,094½	373½	−6¾
	METRE GAUGE—*concld.*					
	State-lines worked by the State.					
LIII	EASTERN BENGAL (STATE)—					
	NORTHERN AND BEHAR SECTIONS (including the Kaunia-Dharlla, 2' 6" gauge, branch).	Eastern Bengal (state) railway.	28th Aug. 1877	478½	...	...
	DACCA SECTION		4th Jan. 1885	86	...	...
LIV	BURMA (STATE)	Burma (state) railway	2nd May 1877	571½	37	+314¼(a) +1
	MU VALLEY	Burma (state) railway	1st July 1891	314¼	...	−314¼ (b)
LV	CAWNPORE-BURHWÁL (RAMNAGÁR) (METRE GAUGE LINK).	Being constructed by state agency. To be worked by the Oudh and Rohilkhand (state) railway when open.	.....	80	...	−½
LVI	MANDALAY-KUNLON	Being constructed by state agency. To be worked by the Burma (state) railway when open.	.....	...	224	...
	TOTAL	.....	.....	1,530½	261	+½
	Assisted companies.					
LVII	DROGHUR	Messrs. Burn & Co.	23rd Dec. 1882	4¾	...	...
LVIII	ROHILKUND AND KUMAON (COMPANY'S SECTION).	Rohilkund and Kumaon Railway Company.	12th Oct 1884	54	...	...
LIX	BENGAL DOOARS	Messrs. Finlay, Muir & Co.	15th Jan. 1893	36½	...	...
LX	DIBRU-SADIYA	Assam Railways and Trading Company.	Oct. 1882	77½	...	...
LXI	AHMEDABAD-PARANTIJ	Bombay, Baroda and Central India Railway Company.	.....	47½	...	+7
LXII	NÍLGIRI	Nílgiri Railway Company	.....	16½	...	...
	TOTAL	.....	.....	236¾	...	+7
	Lines owned by native states and worked by companies.					
LXIII	THE GAEKWAR'S MEHSÁNA	Bombay, Baroda and Central India Railway Company.	21st Mar. 1887	92¾	...	...
LXIV	KOLHÁPUR	Southern Mahratta Railway Company.	21st April 1891	29	...	...
LXV	YESVANTPUR-MYSORE FRONTIER	Southern Mahratta Railway Company.	15th Dec. 1892	51¼	...	...
LXVI	MYSORE-NANJANGÚD	Southern Mahratta Railway Company.	1st Dec. 1891	15½	...	...
	TOTAL	.....	.....	188¼	...	...
	Lines owned and worked by native states.					
LXVII	JODHPORE-BICKANEER—					
	JODHPORE SECTION	Jodhpore Darbar	24th June 1882	320½	...	...
	BICKANEER SECTION		8th April 1891	43½	...	...
LXVIII	OODEYPORE-CHITOR	Meywar state	1st August 1895	60½	...	−¼
LXIX	BHÁVNAGAR-GONDAL-JUNÁGARH-PORBANDAR (a).	Representative committee of proprietary states.	20th Dec. 1889	334	...	−½
LXX	JETALSAR-RÁJKOT	Bhávnagar-Gondal-Junágarh-Porbandar railway.	12th April 1893	46¼	...	...
LXXI	JODHPORE-BICKANEER RAILWAY EXTENSION (BICKANEER KHARI).	Being constructed by the Bickaneer Darbar. The question of the agency by which it is to be worked when open has not yet been raised.	.....	...	28	...
LXXII	SHADIPALLI-BALOTRA (BALOTRA-JODHPORE FRONTIER SECTION.)	Being constructed by the Jodhpore Darbar. The question of the agency by which it is to be worked when open has not yet been raised.	.....	...	135	...
LXXIII	RÁJKOT-JÁMNAGAR	Bhávnagar-Gondal-Junágarh-Porbandar railway.	.....	70	...	(d)—19¾
	TOTAL	.....	.....	874¾	163	−20½
	Foreign lines					
LXXIV	WEST OF INDIA PORTUGUESE	West of India Portuguese Railway Company.	17th Jan. 1887	51	...	...
LXXV	PONDICHERRY	South Indian Railway Company.	16th Dec. 1879	7¾	...	...
LXXVI	KARIKAL-PERALAM	South Indian Railway Company	.....	...	14½	...
	TOTAL	.....	.....	58¾	14½	...
	Total metre gauge	.....	.....	8,983¼	812	−19¾

C—*contd.*

lines sanctioned and open for traffic on the 31st March 1896.

Note.	OPEN MILEAGE.				Length laid with guard or more tracks.	Length remaining to be doubled.	Serial No.	Remarks.
Total sanctioned length at the end of 1894-95	On the 31st March 1895 as shown in the last report.	Opened during 1895-96 (Appendix A).	Corrections of mileage.	Total open length on the 31st March 1896.				
Miles. 6,461½	Miles. 5,758	Miles. 159	Miles. —61	Miles. 5,856½	Miles 1½	Miles. 1,070½		
478½	478½	...	...	478½	...	...	LIII	(a) The mileage of the Mu Valley railway which form no integral part of the Burma (state) railway.
86	86	...	...	86	...	...		
923½	571½	141½	+174 (a)	886½	9	87	LIV	
...	174	...	—174 (b)	...	...	...		(b) Amalgamated with the Burma (state) railway, vide remark (a).
79½	...	...	...	...	...	79½	LV	Under construction. The mileage given is exclusive of the existing line of the Lucknow-Bareilly railway, 3½ miles, to be utilized between Dalleganj and Aishbagh.
224	...	...	...	...	...	224	LVI	Under construction.
1,791½	1,310	141½	...	1,451½	9	340½		
4½	4½	...	...	4½	...	...	LVII	
54	54	...	...	54	...	...	LVIII	
36½	36½	...	...	36½	...	...	LIX	
77½	77½	...	...	77½	...	...	LX	
54½	...	...	...	...	...	54½	LXI	Under construction.
16½	...	...	...	...	...	16½	LXII	Under construction.
243½	172½	...	...	172½	...	71		
92½	92½	...	...	92½	...	...	LXIII	
29	29	...	...	29	...	...	LXIV	
51½	51½	...	...	51½	...	...	LXV	
16½	16½	...	...	16½	...	...	LXVI	
188½	188½	...	...	188½	...	...		
320½	320½	...	...	320½	...	...	LXVII	
43½	43½	...	...	43½	...	...		
60½	...	60½	...	60½	...	...	LXVIII	Being worked by the Bombay, Baroda and Central India Railway Company as a temporary measure.
338½	334	...	—½	333½	...	...	LXIX	(c) Including 4·50 miles of Bhaunagar Dock estates and Junagarh quarry lines.
46½	46½	...	...	46½	...	...	LXX	
28	...	...	...	...	...	28	LXXI	Earthwork on 28 miles from Bikaneer to Khasi in the Bikaneer state sanctioned for famine relief purposes.
136	...	...	...	...	...	136	LXXII	Earthwork on 136 miles from Balotra to the Jodhpore frontier in the Jodhpore state sanctioned for famine relief purposes.
50½	...	...	...	...	...	50½	LXXIII	(d) Branch to Port Jodiya abandoned. Under construction.
1,017½	744½	60½	—½	804	...	213½		
61	61	...	...	61	...	...	LXXIV	
7½	7½	...	...	7½	...	...	LXXV	
14½	...	...	...	...	...	14½	LXXVI	Under construction.
82½	68½	...	...	68½	...	14½		
9,775½	7,712	360½	—6½	8,065½	10½	1,709½		

APPENDIX

Statement showing the gauge and classification of lines and the lengths of

Serial No.	RAILWAY.	Name of working or constructing agency.	Date of first opening for traffic.	SANCTIONED MILES		
				At the end of 1894-95 as shown in the last report.	Sanctioned during 1895-96 (Appendix B).	Corrections of mileage.
				Miles.	Miles.	Miles.
	SPECIAL GAUGES.					
	State line worked by the State.					
LXXVII	JORHÁT (2' 0")	State agency	15th Dec. 1884	28	...	...
	TOTAL	.....	.....	28	...	...
	Assisted companies.					
LXXVIII	DARJEELING-HIMALAYAN (2' 0")	Darjeeling-Himalayan Railway Company.	23rd August 1880	51	...	...
LXXIX	BÁRSI (2' 6")	Barsi Light Railway Company	.....	...	21½ (*a*)	...
	TOTAL	.....	.....	51	21½	...
	Lines owned by native states and worked by companies.					
LXXX	THE GAEKWAR'S DABHOI (2' 6")	Bombay, Baroda and Central India Railway Company.	8th April 1873	71½	7½	...
LXXXI	RAJPIPLA (ANKLESVAR-PÁSDI SECTION) (2' 6").	Bombay, Baroda and Central India Railway Company.	.....	20	...	−½
	TOTAL	.....	.....	91½	7½	−½
	Line owned by native state and worked by state railway agency.					
LXXXII	COOCH BEHAR (2' 6")	Eastern Bengal (state) railway	15th Sept. 1893	22½	2½	...
	TOTAL	.....	.....	22½	2½	...
	Line owned and worked by native state.					
LXXXIII	MORVI (2' 6")	Morvi state	11th March 1886	94½	...	−½
	TOTAL	.....	.....	94½	...	−½
	Total special gauges	.....	.....	287½	31½	−½
	Total of all railways	.....	.....	21,072½	2,415½	−21½
	Steam tramways working outside municipal limits.					
	TÁRAKESHWAR-MAGRA (2' 6" *gauge*)	Bengal Provincial Railway Company.	7th November 1894	31	...	...
	POWAYAN (2' 6" *gauge*)	Powayan Steam Tramway Company.	17th June 1890	40	...	−½
	DANDOT COLLIERY (2' 0" *gauge*)	North Western (state) railway	1st June 1889	3½	...	+3(*d*) +½
	CHERRA-COMPANYGANJ (2' 6" *gauge*)	State agency	16th June 1886	8	...	...
	TEZPUR-BÁLIPÁRÁ (2' 6" *gauge*)	Tezpur-Báliparé Steam Tramway Company.	9th August 1894	...	...	+20(*d*)
	THATÓN-DUYINZÁIK (2' 6" *gauge*)	G. E. L. Dawson, Esq.	11th Feb. 1895	8½	...	−½
	HOWRAH AMTA (2' 0" *gauge*)	Bengal District Road Tramway Company.	.....	...	...	+30(*b*)
	HOWRAH-SHEAKHALLA (2' 0" *gauge*)	Bengal District Road Tramways Company.	.....	...	...	+20(*b*)
	RÁNAGHAT-KRISHNAGARH (2' 6" *gauge*)	Ránaghat-Krishnagarh Tramway Company.	.....	...	19	...
	BHAGANWALA COLLIERY (2' 6" *gauge*)	North Western (state) railway	.....	...	...	+7½(*b*)
	BÁRSI (2' 6" *gauge*)	E. R. Calthrop, Esq., and others	.....	21½	...	−21½ (*d*)
	TOTAL	.....	.....	113	19	+58½

C—*contd.*

lines sanctioned and open for traffic on the 31st March 1896.

AGE.	OPEN MILEAGE.				Length laid with two or more tracks.	Length remaining to be finished.	Serial No.	REMARKS.
Total sanctioned length at the end of 1895-96.	On the 31st March 1895 as shown in the last report.	Opened during 1895-96 (Appendix A).	Corrections of mileage.	Total open length on the 31st March 1896.				
Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.		
28	28	...	...	28	...	...	LXXVII	
28	28	...	...	28	...	...		(a) Originally sanctioned as a steam tramway. A contract has since been entered into with the Secretary of State with the object of constructing the line as a light railway under the provisions of Act IX of 1890.
51	51	...	...	51	...	...	LXXVIII	
21¾	...	...	...	...	...	21¾	LXXIX	Under construction.
72¾	51	...	...	51	...	21¾		
79	71¼	...	...	71¼	...	7¾	LXXX	,,
19¾	...	...	...	...	...	19¾	LXXXI	Under construction.
98¾	71¼	...	...	71¼	...	27		
24½	22½	...	...	22½	...	2½	LXXXII	
24½	22½	...	...	22½	...	2½		
94¼	94¼	...	−¼	94¼	...	...	LXXXIII	
94¼	94¼	...	−¼	94¼	...	...		
318¼	267¼	...	−¼	267¼	...	51		
23,466¼	18,855¼	821¼	+1	19,677¾	1,156¼	3,789		
31	31	...	...	31	...	...		
39½	40	...	−½	39½	...	...		
7½	3¾	...	+¼	4¼	...	3		(b) Sanctioned during 1894-95. Omitted from the last report owing to information not having been received in time.
8	8	...	...	8	...	...		
20	...	...	+20(c)	20	...	...		(c) Opened during 1894-95. Omitted from the last report owing to information not having been received in time.
7½	8¼	...	−¾	7½	...	...		
30	...	...	...	...	...	30		Under construction.
20	...	...	...	...	...	20		Under construction.
19	...	...	...	...	...	19		Under construction.
7¾	...	...	...	...	...	7¾		Under construction.
...	...	...	...	...	...	...		(d) *Vide* remark (a) above.
190¼	91¼	...	+19¼	110½	...	79¾		

APPENDIX C—*concld.*

Statement showing the gauge and classification of lines and the lengths of lines sanctioned and open for traffic on the 31st March 1896.

SUMMARY OF TOTALS.	SANCTIONED MILEAGE.				OPEN MILEAGE.				Length laid with two or more tracks.	Length remaining to be finished.
	At the end of 1894-95.	Sanctioned during 1895-96 (Appendix B).	Corrections of mileage.	Total sanctioned length at the end of 1895-96.	On the 31st March 1895.	Opened during 1895-96 (Appendix A).	Corrections of mileage.	Total open length on the 31st March 1896.		
STANDARD GAUGE.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
State lines worked by companies	3,626	610½	—9½	4,227½	3,520½	34½	+25	3,583½	474½	638½
State lines worked by the State	4,681½	456½	—25	5,113	4,039½	240½	—17½	4,262½	96½	850
Lines worked by guaranteed companies	2,586½	1	+½	2,588	2,586½	...	+½	2,587	576½	1
Assisted companies	183½	483½	...	667	183½	...	...	183½	...	483½
Lines owned by native states and worked by companies	600	...	+32½	632½	412½	136	...	698½	...	34½
Lines owned by native states and worked by state railway agency	12½	...	...	12½	12½	...	...	12½	...	...
Line owned and worked by native state	...	21	...	21	...	...	...	...	...	21
TOTAL	11,802	1,572½	—1½	13,373	10,875½	461	+8	11,344½	1,146½	2,028½
METRE GAUGE.										
State lines worked by companies	6,094½	373½	—6½	6,461½	5,238	159	—6½	5,390½	1½	1,070½
State lines worked by the State	1,530½	261	+½	1,791½	1,310	141½	...	1,451½	9	340½
Assisted companies	236½	...	7	243½	172½	...	...	172½	...	71
Lines owned by native states and worked by companies	188½	...	...	188½	188½	...	...	188½	...	...
Lines owned and worked by native states	874½	163	—20½	1,017½	744½	60½	—½	804	...	213½
Foreign lines	58½	14½	...	73½	58½	...	...	58½	...	14½
TOTAL	8,983½	812	—19½	9,775½	7,712	360½	—6½	8,065½	10½	1,709½
SPECIAL GAUGES.										
State line worked by the State	28	...	...	28	28	...	...	28	...	...
Assisted companies	51	21½	...	72½	51	...	...	51	...	21½
Lines owned by native states and worked by companies	93½	7½	—½	98½	71½	...	...	71½	...	27
Line owned by native state and worked by state railway agency	22½	2½	...	24½	22½	...	...	22½	...	2½
Line owned and worked by native state	94½	...	—½	94½	94½	...	—½	94½	...	...
TOTAL	287½	31½	—½	318½	267½	...	—½	267½	...	51
Total of all railways	21,072½	2,415½	—21½	*23,466½	18,855½	821½	+1	19,677½	1,156½	3,789
Steam tramways working outside municipal limits	113	19	+58½	190½	91½	...	+19½	110½	...	79½

* Made up as follows:

	Miles.
Length sanctioned at the end of 1894-95	21,072½
Sanctioned during 1895-96	2,415½
	23,488½
Deduct—	
Net difference due to corrections of mileage	21½
Net total length sanctioned at the end of 1895-96	23,466½
Length sanctioned at the end of 1894-95	21,072½
Net increase in sanctioned mileage in 1895-96	2,394

APPENDIX D.

Progress made in the opening of railways during each calendar year commencing from 1884.

APPENDIX

Progress made in the opening of railways

Serial No.	RAILWAY.	1884.	1885.	1886.	1887.	1888.	1889.	1890.
	STANDARD GAUGE.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
	State lines worked by companies.							
I	EAST INDIAN	...	5½	...	47 (a)—3	†½	(b) 12	...
	DILDÁRNAGAR-GHÁZIPUR	...	...	...	...	...	(d)—12	...
	PATNA-GYA	...	†½	...	...	...	...	...
	NORTHERN-BENGAL	(f)—17½						
II	BENGAL-NÁGPUR (g)	...	...	...	...	(h) 223½	122⅝ †1½	237½ †—½
III	INDIAN MIDLAND	...	...	42	†—½	95	467⅞ (i) 74⅝ †—1½	...
	SINDIA	...	...	...	...	...	(j)—74⅝	...
	PÁTRI	...	...	...	...	(k)—22½	...	...
IV	BHOPAL-ITÁRSI (BRITISH SECTION)	1½	...	...	...	...	...	...
V	GODHRA-RUTLAM-NAGDA	...	...	...	...	...	...	...
VI	WARDHA COAL (l)	...	...	...	...	...	...	...
VII	DHOND-MANMÁD	...	...	†—½	...	...	...	...
	AMRITSAR-PATHÁNKOT	65	...	(m)—65	...	...	...	...
	RUPAR-NÁLAGARH	(n)—43	...	...	...	...	...	...
VIII	EAST COAST (STATE) (BEZWADA EXTENSION)	...	...	...	...	...	21½	...
	TOTAL	½	5½	—23½	—1½	296½	611½	237
	State lines worked by the State.							
	KAINI-UMARIA	...	...	37	...	(g)—37	...	...
	WARDHA COAL	...	...	...	...	...	...	...
XII	NORTH WESTERN (STATE) (o)	...	...	(l) 1,765 †—½	559½	46⅔ (n)—3½	(o)—⅔	1½ †½
	INDUS VALLEY	†½	...	—501	Amalgamated with the North Western (state)			
	PUNJAB NORTHERN	25	†½	—374½				
	SIND-PISHIN (RUK to SIBI AND PIR CROWE)	...	...	—152				
	AMRITSAR-PATHÁNKOT (c)	...	...	65	†—½	...	...	...
	JAMMU AND KASHMIR (BRITISH SECTION)	...	...	...	...	...	...	8½
XIII	HYDERABAD-SHADIPALLI	...	...	...	...	...	...	...
XIV	OUDH AND ROHILKHAND (STATE) (c¹)	...	...	...	...	...	692½	...
XV	EASTERN BENGAL (STATE) (d¹)	(e¹) 233½	½ †1	...	...	(f¹)—4	...	18½ †—½
	CALCUTTA AND SOUTH-EASTERN	—55½	Amalgamated with the Eastern Bengal (state) railway on the					
XVI	BENGAL CENTRAL (g¹)	...	...	125½	...	†—½	...	...
XVII	CALCUTTA PORT COMMISSIONERS'	...	...	...	2½	...	...	...
XVIII	EAST COAST (STATE)	...	...	...	...	...	...	...
	TOTAL	204½	1½	964½	561½	2½	691½	28

* For information regarding earlier years, see Appendix D to Part I of the Administration Report for 1894-95.
† Correction of mileage.

D.

*during each calendar year commencing from 1884.**

1891.	1892.	1893.	1894.	1895.	Serial No.	Remarks
Miles.	Miles.	Miles.	Miles.	Miles.		
...	†—½	3	49½	36**	I	(a) Benares branch transferred to the Oudh and Rohilkhand railway on the 1st October 1887. (b) Dildárnagar-Gházipur railway incorporated on the 1st January 1889.
...	(c) 85	†½	†1	†½		
...	...	...	...	...	...	(c) Naihátí and Patna-Gya railways incorporated on the 1st April and the 1st July 1892, respectively.
...	(d)—57½	...	...	...	...	(d) Incorporated with the East Indian railway on the 1st January 1880.
						(e) Incorporated with the East Indian railway on the 1st July 1892.
						(f) Incorporated with the Eastern Bengal (state) railway on the 1st July 1884.
247	...	†½	†—½	†—½	II	(g) Transferred on the 27th November 1888 from "State lines worked by companies" [late Nágpur-Chhattisgarh metre gauge (state) lines].
		36				(h) Including Katni-Umaria branch taken over on the 1st April 1888.
...	...	...	...	1½	III	(i) Siudia railway taken over on the 1st March 1889.
						(j) Incorporated with the Indian Midland railway on the 1st March 1889.
...	...	...	...	...		(k) Included with the mileage of the Bombay, Baroda and Central India railway from the 1st April 1888.
...	...	...	...	...		(l) Transferred on the 1st January 1891 from "State lines worked by the State."
...	...	...	...	...	IV.	(m) Transferred on the 1st January 1886 to "State lines worked by the State."
...	...	25	90½	†—½	V	(n) This line was originally made by the Canal authorities for constructional purposes of the Sirhind Canal. It was handed over to the Sind, Punjab and Delhi Railway Company for experimental working for one year from the 1st April 1883. The section from Kupar to Nárágarh, 16 miles, was closed for passenger traffic in July 1883, and the whole line was afterwards abandoned (i.e., on the 6th July 1884).
45	...	...	...	...	VI	
...	...	...	...	...	VII	
...	...	...	...	...		
...	...	...	...	...		(o) Bezwada-Gódávari section of the East Coast (state) railway.
...	...	(o) 91	(p)—91	...	VIII	(p) Bezwada-Gódávari section, East Coast (state) railway, retransferred to the State for working from 1st January 1894.
			—1			(q) Taken over by the Bengal-Nágpur Railway Company on the 1st April 1888.
292	27½	149½	48	37½		(r) Transferred on the 1st January 1891 to "State lines worked by companies," less 1½ miles at Warora retained by the Colliery to be used as a siding.
...	...	...	...	...		(s) The late Sind, Punjab and Delhi, Indus Valley, Punjab Northern and Sind-Pishin railways.
(r)—43½	...	...	...	...		(t) Including 6¼ miles, Ganda Singh bandar to Ferozepore, opened on the 27th April 1885, and the metre gauge line from Lála Musa to Malakwál (45 miles) converted to and opened on the standard gauge on the 10th February 1886.
†3½	†3¾	...	†2½	45½	XII	(u) Ghází Ghát to Dera Ghází Khán, 4 miles, and Chenab west bank to Muzaffarabad, 5 miles, closed to traffic in May 1888.
(s) 8½	65½			*6½		
(t)—90½	(q) 66½			*—4		(v) Darya Khan to Dera Ismail Khan ferry line discontinued and mileage corrected.
railway on	the 1st January 1886					(w) Jammu and Kashmir railway (British section) amalgamated on the 1st April 1891.
						(x) Portion of old Quetta loop now being reconstructed on a new alignment *viâ* the Mushkaf-Bolán route. This does not take into account the high level line between Hirok and Kolpur, 8 miles, which, though inspected and passed for traffic, was never formally opened.
†1½	(u¹)—66½	...	...	...		(y) Amritsar-Pathánkot railway incorporated on the 1st April 1892.
(v¹)—8½	...	...	...	...		(z) Transferred on the 1st January 1886 from "State lines worked by companies."
...	59	...	...	...	XIII	(z¹) Amalgamated with the North Western (state) railway on the 1st April 1892.
...	...	48½	56	†½	XIV	(v¹) Amalgamated with the North Western (state) railway on the 1st April 1891.
			†—½			(z²) Transferred on the 1st January 1890 from "Lines worked by guaranteed companies."
†—½	...	†½	...	†½	XV	(z³) Transferred on the 1st July 1884 from "Lines worked by guaranteed companies."
1st July	1884.					(e¹) Including the late Calcutta and South-Eastern (state) railway, the Poradáha branch of the Northern Bengal (state) railway and the late Eastern Bengal guaranteed railway.
...	...	...	...	...	XVI	(f¹) Due to alterations at Goslundo and minor corrections of mileage.
...	...	...	...	2½	XVII	(g¹) Transferred from "Assisted companies."
...	...	...	92	76½		(h¹) Excluding 3 miles of metre gauge line from Tadépalli to Bezwada.
...	...	174½	(p) 91	(h¹)—3	XVIII	
			31	†—½		
			†—4			
—132½	130	223½	287½	123½		

N.B.—The figures in this statement have been corrected from the progress statements published in Part II of the annual Administration Reports, Appendix D.

APPENDIX

Progress made in the opening of railways

Serial No.	RAILWAY.	1884.	1885.	1886.	1887.	1888.	1889.	1890.
	STANDARD GAUGE—*concld.*	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
	Lines worked by guaranteed companies.							
	EASTERN BENGAL	—159¾	Transferred on the 1st July 1884 to "State lines worked by the State."					
	OUDH AND ROHILKHAND	47	†—1½ 13½	78½	(a) 6	½	—692½	Transferred.
	SIND, PUNJAB AND DELHI	...	†6½ —½	—692½	Transferred on the 1st January 1886 to the "State lines worked by the Sind, Punjab and Delhi Railway."			
XXIV	GREAT INDIAN PENINSULA	...	...	†½	...	...	...	...
XXV	BOMBAY, BARODA AND CENTRAL INDIA.	...	...	...	...	†—½ (b)22½	...	...
XXVI	MADRAS	...	...	—2	—(c)32	†—½ 11½	†1½	...
	TOTAL	—112½	18½	—615½	—26	34	—691½	..
	Assisted companies.							
XXVII	DELHI-UMBALLA-KALKA	...	...	...	...	...	...	...
XXVIII	TARKESSUR	...	22½	...	..	...	...	...
	BENGAL CENTRAL	73½ †—½	..	—125½	Transferred to "State lines worked by the Bengal Central Railway."			
	TOTAL	73½	22½	—125½	...	...	...	...
	Lines owned by native states and worked by companies.							
XXXI	KHÁMGAON	...	...	†—½	...	...	...	...
XXXII	AMBÓTI	...	...	†—½	...	...	...	...
XXXIII	BÍNA-GOONA	...	...	...	...	...	...	...
XXXIV	BHOPAL-UJJAIN	...	...	...	...	...	...	...
XXXV	BHOPAL-ITÁRSI (NATIVE STATE SECTION).	44	...	...	...	...	...	...
XXXVI	THE NIZAM'S GUARANTEED STATE.	...	(d) 121	87 †—3½	†½	100½ †½	23½	2½ †½
XXXVII	THE GAEKWAR'S PETLÁD	...	...	...	...	...	...	19½
	RÁJPURA-PATIÁLA	16	...	—16	Transferred to "Lines owned by native states."			
XXXVIII	KOLAR GOLD-FIELDS	...	...	...	...	...	...	...
	TOTAL	60	121	66½	½	100½	23½	16½
	Lines owned by native states and worked by state railway agency.							
XL	RÁJPURA-BHÁTINDA (e)	...	...	16	†—1	†1	92	†—1½
XLI	JAMMU AND KASHMIR (NATIVE STATE SECTION).	...	...	...	...	...	...	16
	THE NIZAM'S GUARANTEED STATE.	...	—121	Transferred on the 1st January 1885 to "Lines owned by native states."				
	TOTAL	...	—121	16	—1	1	92	15½

* For information regarding earlier years, see Appendix D to Part I of the Administration Report for 1894-95.
† Correction of mileage.

D—*contd.*

*during each calendar year commencing from 1884.**

1891.	1892.	1893.	1894.	1895.	Serial No.	REMARKS.
Miles.	Miles.	Miles.	Miles.	Miles.		
te."						
on the 1st	January 18	39 to "Sta	te lines wo	rked by the State."		(a) Benares branch taken over from the East Indian railway on the 1st October 1887.
North We	stern (state)	railway.				
...	†—1½	...	†½	...	XXIV	
...	...	...	...	...	XXV	(b) Pátri branch now included with the Bombay, Baroda and Central India railway.
...	...	...	...	...	XXVI	(c) Bellary branch purchased by the Southern Mahratta Railway Company on the 1st February 1887.
...	—1¼	...	½	...		
162½	†—⅝	...	...	...	XXVII	
...	...	...	...	...	XXVIII	
State."						
162½	—⅛	...	...	...		
...	...	...	...	...	XXXI	
...	...	...	...	...	XXXII	
...	...	...	...	72½	XXXIII	
...	...	...	...	113½	XXXIV	
...	...	...	...	†½	XXXV	
—2½	2½	...	...	...	XXXVI	(d) Transferred on the 1st January 1885 from "Lines owned by native states and worked by state railway agency."
†—½	1½					
...	...	...	...	...	XXXVII	
and worked	by state	railway agen	cy."			
...	...	...	10	...	XXXVIII	
—2½	2½	...	10	186		
†—1	†½	...	...	...	XL	(e) Transferred on the 1st January 1886 from "Lines owned by native states and worked by companies."
...	...	...	...	...	XLI	
native state	s and work	ed by com	panies."			
—1	½	...	...	...		

N.B.—The figures in this statement have been corrected from the progress statements published in Part II of the annual Administration Reports, Appendix D.

APPENDIX

Progress made in the opening of railways

Serial No.	RAILWAY.	1884.	1885.	1886.	1887.	1888.	1889.	1890.
	METRE GAUGE.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
	State lines worked by companies.							
	BENGAL-NÁGPUR (*a*)	...	...	...	149	—149	Converted	to the
XLIII	BENGAL AND NORTH-WESTERN—TIRHOOT SECTION (*b*)	...	...	...	...	...	...	323¼
	COMPANY'S SECTION (*c*)	...	...	...	...	...	...	375¼
XLIV	ROHILKUND AND KUMAON (LUCKNOW-BAREILLY SECTION) (*d*) & (*e*)	...	...	...	...	...	...	...
	BAREILLY-PILIBHIT	36	...	...	...	...	...	...
	LUCKNOW-SITAPUR-SERAMAU	...	...	55½	50½	†-1¼	—104¾	(*f*)
XLV	RAJPUTANA-MALWA (*g*)	...	1,414	253½ † ¼	...	†-2¾	—¼ 7½	...
XLVI	PÁLANPUR-DEESA	...	...	...	...	...	...	...
XLVII	SOUTHERN MAHRATTA (*h*)	...	(*i*) 315¼	163¾	(*j*) 283 —1	92½	1¾ 123	66
XLVIII	GUNTAKAL-MYSORE FRONTIER (*k*)	...	...	...	...	...	...	...
XLIX	SOUTHERN MAHRATTA (MYSORE SECTION) (*l*)	...	...	139¾	...	...	156¼	—½
L	SOUTH INDIAN (*m*)	...	...	...	...	...	...	...
	CUDDAPAH-NELLORE	...	...	...	82¾	—82¾	See Villupuram-	
	VILLUPURAM-GUNTAKAL	...	...	...	...	82¾	...	42½
	BELLARY-KISTNA	...	...	...	(*o*) 88¾	—88¾	...	...
LI	MÁYAVARAM-MUTUPET	...	...	...	...	...	...	...
LII	ASSAM-BENGAL	...	...	...	...	...	...	...
	TOTAL	36	1,729¼	612¼	653	—149¼	183¾	807
	State lines worked by the State.							
	NÁGPUR-CHATTISGARH	...	...	...	—149	Taken over	by the Ben	gal-Nágpur
	TIRHOOT	34	†—1¼	20	13½	14	...	(*p*) 273¼
	LUCKNOW-SITAPUR-SERAMAU (*q*)	...	...	...	...	...	104¾	...
	RAJPUTANA-MALWA	1¾ 154	—1,364	Leased to	the Bombay	, Baroda an	d Central I	ndia Rail
	PUNJAB NORTHERN	...	†¼	—72	Transferred	to the Nor	th Western	(state) rail
	NORTH WESTERN (STATE) (*r*)	...	...	27½	(*e*)—27½ 10	...	(*t*)—10	...
	CAWNPORE-ACHNERA	239½	14 †-¼	—253¼	Leased to	the Bombay	, Baroda a	nd Central
	CAWNPORE-FARUKHABAD	—86	Amalgama	ted with the	Cawnpore-	Achnera rai	lway on the	1st July
	HÁTHRAS-MUTTRA-ACHNERA	—52						
	NORTHERN BENGAL (*u*)	14¾	†—¼	...	—285¾	Amalgama	ted with the	Eastern
LIII	EASTERN BENGAL (STATE)—Northern and Behar sections (including the Kaunia-Dharla, 2' 6" gauge, branch) (*v*)	...	...	...	324¼	31	74 † ¼	...
	DACCA SECTION	...	85¾	† ¼	...	...	...	...
LIV	BURMA (STATE)	93	73	...	...	..	...	3
	TOUNGOO-MANDALAY	...	...	...	...	108¼	111¾	...
	MU VALLEY	...	...	...	...	...	...	...
	TOTAL	398½	—1,192¾	—277½	—114½	153¾	280¾	—270¼
	Line worked by guaranteed company.							
	SOUTH INDIAN	...	...	...	...	†-¼	† ¼	...
	TOTAL	...	...	...	...	—¼	¼	...

* For information regarding earlier years, see Appendix D to Part I of the Administration Report for 1894-95.
† Correction of mileage.

D—*contd.*

*during each calendar year commencing from 1884.**

1891.	1892.	1893.	1894.	1895.	Serial No.	Remarks.
Miles.	Miles.	Miles.	Miles.	Miles.		
standard gauge and Tumsar branch abandoned.						
15	3½	...	...	...	XLIII	(*a*) Transferred on the 9th May 1887 from "State lines worked by the State" (late Nágpur-Chattisgarh (state) (railway).
2½	14	...	...	...		(*b*) Transferred on the 1st July 1890 from "State lines worked by the State."
198½	...	23½	9½	...	XLIV	(*c*) Transferred from "Assisted companies."
—30	Transferred to the Rohilkund and Kumaon Lucknow-Bareilly section).					(*d*) Including the Bareilly-Pilibhit section only up to 1st January 1891, during which time the open length of the Lucknow-Pilibhit section was worked by the Oudh and Rohilkhand (state) railway.
...	...	...	...	...		
{ 5 —8½ }	...	...	...	...	XLV	
...	...	17½	...	...	XLVI	(*e*) Transferred from Bareilly-Pilibhit and Lucknow-Sitapur-Seramau railways.
...	...	...	†1½	...	XLVII	(*f*) Transferred on the 1st January 1889 to "State lines worked by the State."
...	63	56½	...	...	XLVIII	
{ † ½ 15 }	20	—35½	...	...	XLIX	(*g*) Transferred on the 1st January 1885 from "State lines worked by the State."
(*a*) 901	{ —63 204½ }	{ —½ }	...	...	L	(*h*) Transferred from "Assisted companies."
Guntakal.						(*i*) Including 101½ miles opened during the year.
—125½	see foot note (*a*).					(*j*) Including the Bellary branch of the Madras railway made over to the Southern Mahratta Railway Company on the 1st February 1887.
...	...	...	...	...		
...	...	...	54	...	LI	(*k*) Transferred from the South Indian railway.
...	...	...	...	129½	LII	(*l*) Transferred on the 1st July 1886 from "Lines owned and worked by native states."
995½	241½	61½	61½	129½		
Railway	Company	on the 9th May 1887.				(*m*) Formerly a guaranteed railway. Purchased by Government on the 1st January 1891, and transferred to "State lines worked by companies."
...	...	...	...			(*n*) Including the Cuddapah-Nellore railway.
—104½	See foot note (*d*).					(*o*) Included with the open mileage of the Southern Mahratta railway in Appendix E.
way Company	any from the 1st January 1885.					(*p*) Transferred to "State lines worked by companies" on the 1st July 1890.
way on	the 1st	January 1886.				(*q*) Transferred on the 1st January 1889 from "State lines worked by companies."
...	...	...	...			
India Railway	Company from the	1st October 1886.				(*r*) Transferred from the Punjab Northern (state) railway.
1886.						(*s*) Superseded by the standard gauge line from Lála Músa to Bhera; 10 miles, Miani to Khewra, abandoned.
Bengal (state)	railway on the 1st	July 1887.				(*t*) Metre gauge line, Hirok to Kolpur, abandoned.
						(*u*) Including the Kannia-Dharlla, 2′ 6″ gauge, branch.
{ †—1 14½ }	35½	...	†½	...	LIII	(*v*) Transferred from the Northern Bengal (state) railway.
...	...	...	...	...		
{ †2½ }	100	{ 13	15½	} 89	LIV	
59		†—½	†—½			
—30	135½	12½	15½	89		
—654½	Purchased by Government on the 1st January 1891.					
—654½	...	...	...	...		

N.B.—The figures in this statement have been corrected from the progress statements published in Part II of the annual Administration Reports, Appendix D.

APPENDIX

Progress made in the opening of railways

Serial No.	RAILWAY.	1884.	1885.	1886.	1887.	1888.	1889.	1890.
		Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
	METRE GAUGE—*concld.*							
	Assisted companies.							
	BENGAL AND NORTH-WESTERN	74½	228½	73½	...	...	†—½	—376½
LVII	DEOGHUR	...	—1½	½	...	...	...	...
LVIII	ROHILKUND AND KUMAON (COMPANY'S SECTION)	54½	...	...	...	...	...	...
LIX	BENGAL DOOARS	...	...	...	...	...	...	...
LX	DIBRU-SADIYA	31	8	...	...	...	...	...
	SOUTHERN MAHRATTA	214	—214	Transferred to "State lines worked by companies."				
	TOTAL	374	21	74	...	...	—½	—376½
	Lines owned by native states and worked by companies.							
LXIII	THE GAEKWAR'S MEHSÁNA	...	...	...	20½	†—½ / 7½	...	...
LXIV	KOLHAPUR	...	...	...	...	...	...	...
LXV	YESVANTPUR-MYSORE FRONTIER	...	...	...	...	...	...	...
LXVI	MYSORE-NANJANGÚD	...	...	...	...	...	...	...
	TOTAL	...	...	...	20½	7	...	...
	Lines owned and worked by native states.							
LXVII	JODHPORE-BICKANEER—							
	JODHPORE SECTION	25 / †1	20	...	59½	...	...	...
	BICKANEER SECTION	...	...	...	...	...	...	...
LXVIII	OODEYPORE-CHITOR	...	...	...	...	...	...	...
LXIX	BHÁVNAGAR-GONDAL-JUNÁGARH-PORBANDAR	...	†1	...	...	15½ / †—½	†½ / 122¼	1
	MYSORE	54 / †—1	...	—130½ / †—½	Transferred on the 1st July 1886 to "State			
LXX	JETALSAR-RÁJKOT	...	...	...	...	...	...	...
	TOTAL	78½	20½	—130	59½	15½	123½	1
	Foreign lines.							
LXXIV	WEST OF INDIA PORTUGUESE	...	...	...	41	10	...	...
LXXV	PONDICHERRY	...	...	...	...	...	...	...
	TOTAL	...	...	...	41	10	...	...

* For information regarding earlier years, see Appendix D to Part I of the Administration Report for 1894-95.
† Correction of mileage.

D—*contd.*

*during each calendar year commencing from 1884.**

1891.	1892.	1893.	1894.	1895.	Serial No.	Remarks.
Miles.	Miles.	Miles.	Miles.	Miles.		
Transferred	to "State	lines work	ed by comp	anies."		
...	...	...	...	...	LVII	
†—½	...	...	...	...	LVIII	
...	...	32½	4½	...	LIX	
...	...	...	...	...	LX	
—½	...	32½	4½	...		
65	...	...	...	...	LXIII	
29	...	...	...	...	LXIV	
...	...	51½	†—½	..	LXV	
...	...	15½	...	...	LXVI	
94	...	66½	—½	...		
123½ / 43½	73	...	...	...	LXVII	
...	...	...	...	60½	LXVIII	
...	...	†½	†½	†—½	LXIX	
lines work	ed by comp	anies."				
...	...	46½	...	...	LXX	
167½	73	46½	½	59½		
...	...	...	...	...	LXXIV	
...	...	...	...	...	LXXV	
...	...	...	...	...		

N.B.—The figures in this statement have been corrected from the progress statements published in Part II of the annual Administration Reports, Appendix D.

APPENDIX

Progress made in the opening of railways

Serial No.	RAILWAY.	1884.	1885.	1886.	1887.	1888.	1889.	1890.
		Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
	SPECIAL GAUGES.							
	State lines worked by the State.							
	NALHÁTI (4′ 0″)	...	...	...	...	...	...	...
	CHENERA-COMPANYGANJ (2′ 6″)	...	...	7½	...	...	...	...
LXXVII	JORHÁT (2′ 0″)	12½	4 12½	†—2½	1½ †2¼	...	(c)—5¼† 3¼	...
	TOTAL	12½	16½	5	4	...	—2¼	...
	Assisted companies.							
LXXVIII	DARJEELING-HIMALAYAN (2′ 0″)	†1	...	† ½ —½	...	...	...	...
	THAYÁN-DUYINZÁIK (2′ 6″)	...	8	...	...	...	...	...
	TOTAL	1	8	...	...	...	...	...
	Line owned by native state and worked by company.							
LXXX	THE GAEKWAR'S DABHOI (2′ 6″)	...	...	...	...	...	...	13
	TOTAL	...	...	...	...	...	...	13
	Line owned by native state and worked by state railway agency.							
LXXXII	COOCH BEHAR (2′ 6″)	...	...	...	...	...	...	...
	TOTAL	...	...	...	...	...	...	...
	Line owned and worked by native state.							
LXXXIII	MORVI (2′ 6″)	...	...	51	17	...	...	†½ 23½
	TOTAL	...	...	51	17	...	...	23½

* For information regarding earlier years, see Appendix D to Part I of the Administration Report for 1894-95.
† Correction of mileage.

D—*contd.*

*during each calendar year commencing from 1884.**

1891.	1892.	1893.	1894.	1895.	Serial No.	Remarks.
Miles.	Miles.	Miles.	Miles.	Miles.		
...	(*a*) —27½	...	...	...		(*a*) Incorporated with the East Indian railway from 1st April 1892.
†	(*b*)—8	...	...	...		(*b*) Now treated as a steam tramway.
...	†—½	†—½	...	...	LXXVII	(*c*) Baraghop river siding temporarily closed.
½	—35½	—½	...	...		
...	...	...	...	...	LXXVIII	
...	(*b*)—8	...	...	...		
...	—8	...	...	...		
...	...	...	...	...	LXXX	
...	...	...	...	...		
...	...	22½	...	...	LXXXII	
...	...	22½	...	...		
...	...	...	¾	...	LXXXIII	
...	...	...	¾	...		

N.B.—The figures in this statement have been corrected from the progress statements published in Part II of the annual Administration Reports, Appendix D.

APPENDIX

Abstract of additions made to open mileage

YEARS.	STANDARD GAUGE.						METRE GAUGE.						
	State lines worked by companies.	State lines worked by the State.	Lines worked by guaranteed companies.	Assisted companies.	Lines owned by native states and worked by companies.	Lines owned by native states and worked by state railway agency.	State lines worked by companies.	State lines worked by the State.	Lines worked by guaranteed companies.	Assisted companies.	Lines owned by native states and worked by companies.	Lines owned and worked by native states.	Foreign lines.
	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
1884	½	204½	—112½	73½	60	...	36	398½	...	374	...	73½	...
1885	5½	1½	18½	22½	121	—121	1,729½	—1,192½	...	21	...	20½	...
1886	—23½	964½	—615½	—130½	66½	16	612½	—277½	...	74	...	—140	...
1887	—1½	561½	—26	...	½	—1	653	—114½	...	...	20½	59½	41
1888	206½	2½	34	...	106½	1	—140½	153½	—½	...	7	15½	10
1889	611½	691½	—691½	...	23½	92	183½	280½	½	—½	...	123½	...
1890	237	22	...	...	16½	15½	807	—270½	...	—375½	...	1½	...
1891	292	—132½	...	162½	—2½	—1	925½	—30	—654½	—½	94	167½	...
1892	27½	130	—1½	—½	2½	½	241½	135½	...	...	...	73	...
1893	149½	223½	...	...	...	...	61½	12½	...	32½	66½	46½	...
1894	43	237½	¼	...	10	...	61½	15½	...	4½	—½	½	...
1895	37½	129½	...	...	186	...	129½	89	...	...	...	59½	...

N.B.—This statement has been revised so as to include corrections of mileage due to transfers from one gauge or class to

* For information regarding earlier years, see Appendix D to
for details, see pages XVI to XXV. The dates of opening of the various

D—*concld.*

*during each calendar year commencing from 1884.**

Special gauges.						Total of all classes.				Years.	Remarks.
State lines worked by the State.	Lines worked by guaranteed companies.	Assisted companies.	Line owned by native state and worked by company.	Line owned by native state and worked by state railway agency.	Line owned and worked by native state.	Standard gauge.	Metre gauge.	Special gauges.	Grand total.		
Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.		
12½	...	1	...	...	...	225½	887	13½	1,126½	1884	
16½	...	8	...	...	...	477½	577½	24½	650½	1885	
5	...	...	...	...	51	282½	268½	56	607½	1886	
4	...	...	...	...	17	533	660	21	1,214	1887	
...	...	...	...	...	...	434½	36½	...	470½	1888	
—2½	...	...	...	...	...	727½	587½	—2½	1,312	1889	
...	...	...	13	...	25½	297	162½	36½	496	1890	
½	...	...	...	...	...	318½	571½	½	891½	1891	
—35½	...	—8	...	...	...	158	450½	—43½	564½	1892	
—½	...	...	...	22½	...	373	210½	22	614½	1893	
...	...	...	...	...	½	226	81½	½	377½	1894	
...	...	...	...	...	...	347½	278½	...	625½	1895	

Part I of the Administration Report for 1894-95.
another and to show reductions caused by the exclusion of lines which have been removed from the list of railways—
sections will be found in Appendix D, Part II of the annual Administration Reports.

APPENDIX

Length of railways open for public traffic at the

Serial No.	Railway.	1894.	1895.	1896.	1897.	1898.	1899.	1900.
	Standard gauge.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
	State lines worked by companies.							
I	East Indian	1,509	1,514½	1,514½	1,514½ (a)	1,513½	1,525½ (b)	1,525½
	Dildárnagar-Gházipur	12	12	12	12	12	Incorporated with the	
	Patna-Gya	57	57½	57½	57½	57½	57½	57½
II	Bengal-Nágpur (c)	...	...	...	...	(f) 223½	347½	584½
III	Indian Midland	...	...	42	41½	136½	(g) 677½	677½
	Sindia	74½	74½	74½	74½	74½	Incorporated with the	
	Páthi	22½	22½	22½	22½	Included	with the main line of the	
IV	Bhopal-Itársi (British section)	13	13	13	13	13	13	13
V	Godhra-Ratlam-Nagda	...	...	...	...	...	...	...
VI	Wardha Coal (h)	...	...	...	...	...	...	...
VII	Dhond-Manmád	145½	145½	145½	145½	145½	145½	145½
	Amritsar-Pathánkot	65	65	Transferred on the 1st January 1898 to "State lines worked by the State."				
VIII	East Coast (State) (Bezwada Extension)	...	...	...	...	...	21½	21½
	Total	1,899	1,904½	1,881½	1,879½	2,176	2,787½	3,024½
	State lines worked by the State.							
	Katni-Umaria	...	...	37	37	Taken over by the Bengal-Nágpur		
	Wardha Coal	46½	46½	46½	46½	46½	46½	46½
XII	North Western (State) (i)	...	...	1,764½	2,324	2,367½	2,360½	2,368½
	Indus Valley	501	501	Amalgamated with the North Western (State) railway on				
	Punjab Northern	374½	374½					
	Sind-Pishin (Rohri to Sibi and Pir Chowki)	152	152					
	Amritsar-Pathánkot (o)	...	...	65	64½	64½	64½	64½
	Jammu and Kashmir (British section)	...	...	...	...	...	...	8½
XIII	Hyderabad-Shadipalli	...	...	...	...	...	...	...
XIV	Oudh and Rohilkhand (State) (r)	...	...	...	...	...	632½	632½
XV	Eastern Bengal (State) (s)	(t) 233½	234½	234½	234½	231	231	249
XVI	Bengal Central (u) & (v)	...	...	125½	125½	125	125	125
XVII	Calcutta Port Commissioners'	4	4	4	6½	6½	6½	6½
XVIII	East Coast (State)	...	...	...	...	...	...	...
	Total	1,311½	1,312½	2,277½	2,838½	2,841	3,532½	3,560½

* For information regarding earlier years, see Appendix E to

N.B.—The figures in this statement have been corrected from the progress statements published in Part II of the annual Administration

E.

*end of each calendar year commencing from 1884.**

1891.	1892.	1893.	1894.	1895.	Serial No.	Remarks.
Miles.	Miles.	Miles.	Miles.	Miles.		
1,525½	(*c*) 1,610½	1,613½	1,664	1,700½	I	(*a*) Excluding the Benares branch transferred to the Oudh and Rohilkhand railway on the 1st October 1887.
East Indian	railway on	the 1st Ja	nuary 1889.			(*b*) Including the Dildárnagar-Gházipur railway incorporated on the 1st January 1889.
57½	(*d*)	...	...	...		
831½	831½	861½	861	860½	II	(*c*) Including the late Nalhátí and the Patna-Gya railways incorporated on the 1st April and the 1st July 1892, respectively.
677½	677½	677½	677½	679	III	(*d*) Incorporated with the East Indian railway on the 1st July 1892.
Indian Midl	and railway	on the 1st	March 1889.			
Bombay, B	aroda and C	entral India	railway fro	m the 1st		(*e*) Transferred on the 27th November 1888 from "State lines worked by companies" [late Nágpur-Chhattisgarh metre gauge (state) line].
April 1888.						
13	13	13	13	13	IV	(*f*) Excluding 3½ miles, Dowhali to Tumsar, abandoned on the conversion of this line to the standard gauge, but including the Katni-Umaria branch taken over on the 1st April 1888.
...	...	25	115½	115½	V	
(*i*) 45	45	45	45	45	VI	
145½	145½	145½	145½	145½	VII	(*g*) Including the Sindia railway taken over on the 1st March 1889.
rked by the	State."					(*h*) Transferred on the 1st January 1891 from "State lines worked by the State."
21½	21½	(*j*) 112½	(*k*) 20½	20½	VIII	(*i*) Excluding 1½ miles at Warora retained by the Colliery as a siding on the transfer of this railway.
3,316½	3,344	3,493½	3,541½	3,579½		(*j*) Including the Bezwada-Gódávari section of the East Coast (state) railway.
						(*k*) Excluding the Bezwada-Gódávari section of the East Coast (state) railway, retransferred from the 1st January 1894 to "State lines worked by the State." See Serial No. XVIII.
Railway	Company on	the 1st Ap	ril 1888.			(*l*) Late Sind, Punjab and Delhi, Indus Valley, Punjab Northern and Sind-Pishin railways.
Transferred 1891 to	on the 1st "State lines	January worked				(*m*) Including the Jammu and Kashmir railway (British section) from the 1st April 1891, but excluding portion of the old Quetta loop, 90½ miles, under reconstruction.
by compa	nies."					
(*m*) 2,280½	(*n*) 2,427½	2,427½	2,429½	2,477½	XII	(*n*) Including the Amritsar-Pathánkot railway from the 1st April 1893 and 6 miles of military line not used for public traffic.
the 1st Ja	nuary 1886.					(*o*) Transferred on the 1st January 1886 from "State lines worked by companies."
						(*p*) Incorporated with the North Western (state) railway on the 1st April 1892.
66½	(*p*)	...	...	...		(*q*) Amalgamated with the North Western (state) railway on the 1st April 1891.
(*q*)	...	...	...	...	XIII	(*r*) Transferred on the 1st January 1889 from "Lines worked by guaranteed companies."
...	59	59	59	59		(*s*) Transferred on the 1st July 1884 from "Lines worked by guaranteed companies."
692½	692½	741	796½	797½	XIV	(*t*) Including the Northern Bengal standard gauge line (Poradaha branch), the Calcutta and South-Eastern (state) railway, and the late Eastern Bengal guaranteed railway.
248½	248½	248½	248½	249½	XV	
125	125	125	125	125	XVI	
						(*u*) Although for convenience classed amongst state railways, this line is the property of the Bengal Central Railway Company.
6½	6½	6½	6½	8½	XVII	
...	...	(*w*) 174½	(*x*) 354½	426½	XVIII	(*v*) Transferred from "Assisted companies."
						(*w*) Excluding the Bezwada-Gódávari section. *Vide* note (*j*).
3,428½	3,558½	3,781½	4,019½	4,143		(*x*) Including the Bezwada-Gódávari section. *Vide* note (*k*).

Part I of the Administration Report for 1894-95.
Reports, Appendix D, and include differences due to minor corrections of mileage. For details of mileage open year by year see Appendix D.

APPENDIX

Length of railways open for public traffic at the

Serial No.	Railway.	1884.	1885.	1886.	1887.	1888.	1889.	1890.
		Miles.	Miles.	Miles.	Miles.	Miles.	Miles	Miles.
	Standard Gauge—*concld.*							
	Lines worked by guaranteed companies.							
	Oudh and Rohilkhand	595½	607½	686	(a) 692	692½	Purchased by the	
	Sind, Punjab and Delhi	686½	692½	Acquired by the State		on the 1st	January 1886 and abso	
XXIV	Great Indian Peninsula	1,288	1,288	1,288½	1,288½	1,288½	1,288½	1,288½
XXV	Bombay, Baroda and Central India	436½	438½	438½	438½	(b) 460½	460½	460½
XXVI	Madras	860½	860½	858½	(c) 820½	838	839½	839½
	Total	3,869	3,887½	3,271½	3,240½	3,270½	2,588½	2,588½
	Assisted Companies.							
XXVII	Delhi-Umballa-Kalka	...	...	...	...	...	...	...
XXVIII	Tarkessur	...	22½	22½	22½	22½	22½	22½
	Bengal Central	125½	125½	Transferred to "State lines worked by the State."				
	Total	125½	147½	22½	22½	22½	22½	22½
	Lines owned by native states and worked by companies.							
XXXI	Khámgaon	8	8	7½	7½	7½	7½	7½
XXXII	Amráoti	6	6	5½	5½	5½	5½	5½
XXXIII	Bína-Goona	...	...	...	...	...	...	...
XXXIV	Bhopal-Ujjain	...	...	...	...	...	...	...
XXXV	Bhopal-Itársi (Native state section)	44	44	44	44	44	44	44
XXXVI	The Nizám's Guaranteed State	...	(d) 121	(e) 204½	205	305½	329½	(f) 332½
XXXVII	The Gaekwar's Petlád	...	...	...	...	...	...	13½
	Rájpura-Patiála	16	16	Transferred on the 1st January			1886 to L	ines owned
XXXVIII	Kolar Gold-fields	...	...	...	...	...	...	...
	Total	74	195	261½	262	362½	386½	402½
	Lines owned by native states and worked by state railway agency.							
XL	Rájpura-Bhátinda (h)	...	...	16	15	16	109	107½
XLI	Jammu and Kashmir (Native state section)	...	...	...	...	...	...	16
	The Nizám's Guaranteed State	121	Transferred on the 1st January 1885 to "L			ines owned by native st		
	Total	121	...	16	15	16	108	123½
	Total standard gauge	7,399½	7,447½	7,730	8,263	8,697½	9,425	9,722

* For information regarding earlier years, see Appendix E.

N. B.—The figures in this statement have been corrected from the progress statements published in Part II of the annual Administration

E—*continued.*

*end of each calendar year commencing from 1884.**

1891.	1892.	1893.	1894.	1895.	Serial No.	Remarks.
Miles.	Miles.	Miles.	Miles.	Miles.		
State on the 1st January 1889. See "State lines worked by the State."						
rbed into the North Western (state) railway system.						
1,286½	1,286½	1,286½	1,287	1,287	XXIV	(a) Including the Benares branch taken over from the East Indian railway on the 1st October 1887.
460½	460½	460½	460½	460½	XXV	(b) Including the Pátri branch now treated as part of the Bombay, Baroda and Central India Railway.
839½	839½	839½	839½	839½	XXVI	(c) The Bellary branch (Guntakal to Bellary) was purchased by and handed over to the Southern Mahratta Railway Company on the 1st February 1887.
2,586½	2,586½	2,586½	2,587	2,587		(d) Transferred on the 1st January 1885 from "Lines owned by Native states and worked by state railway agency."
162½	161½	161½	161½	161½	XXVII	(e) Excluding 3½ miles which were formerly counted twice over.
22½	22½	22½	22½	22½	XXVIII	(f) Including Trimulgherry troop siding previously omitted.
...	...	...	...	...		(g) Excluding Trimulgherry troop siding.
184½	183½	183½	183½	183½		(h) Transferred on the 1st January 1886 from "Lines owned by native states and worked by companies."
7½	7½	7½	7½	7½	XXXI	
5½	5½	5½	5½	6½	XXXII	
...	...	...	...	72½	XXXIII	
...	...	...	...	113½	XXXIV	
44	44	44	44	44½	XXXV	
(g) 329½	(f) 332½	332½	332½	332½	XXXVI	
13½	13½	13½	13½	13½	XXXVII	
by native states and worked by state railway agency.						
...	...	...	10	10	XXXVIII	
400	402½	402½	412½	598½		
107½	108	108	108	108	XL	
16	16	16	16	16	XLI	
ates and worked by companies."						
123½	124	124	124	124		
10,041½	10,199½	10,672½	10,868½	11,215½		

to Part I of the Administration Report for 1894-95.
Reports, Appendix D, and include differences due to minor corrections of mileage. For details of mileage opened year by year, see Appendix D.

APPENDIX

Length of railways open for public traffic at the

Serial No.	Railway.	1884.	1885.	1886.	1887.	1888.	1889.	1890.
	METRE GAUGE.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
	State lines worked by companies.							
	BENGAL-NÁGPUR (*a*)	...	...	...	149	Converted	to the standard gauge	
XLIII	BENGAL AND NORTH-WESTERN (*b*)—							
	TIRHOOT SECTION (*c*)	...	...	...	...	...	...	323½
	COMPANY'S SECTION (*d*)	...	...	...	...	...	...	375½
XLIV	ROHILKUND AND KUMAON (LUCKNOW-BAREILLY SECTION) (*e*)	...	...	...	...	...	...	...
	BAREILLY-PILIBHIT	36	36	36	36	36	36	36
	LUCKNOW-SITAPUR SEHAMAU	...	...	55½ (*h*)	106	104½ (*i*)	Transferred	on 1st Jan
XLV	RAJPUTANA-MALWA (*g*)	...	1,414	1,667½	1,667½	1,665	1,622½	1,672½
XLVI	PÁLANPUR-DEESA	...	...	...	...	...	...	...
XLVII	SOUTHERN MAHRATTA (*j*)	...	315½	478½	760½	(*k*) 853	977½	1,043½
XLVIII	GUNTAKAL-MYSORE FRONTIER	...	...	...	...	...	...	...
XLIX	SOUTHERN MAHRATTA (MYSORE SECTION) (*l*)	...	...	139½	139½	139½	296½	295½
L	SOUTH INDIAN (*m*)	...	...	...	...	...	...	...
	CUDDAPAH-NELLORE	...	...	...	82½	See "Villupuram Guntakal."		
	VILLUPURAM-GUNTAKAL	...	...	...	...	82½	82½	125½
	BELLARY-KISTNA	...	...	...	88½	Transferred	to the Southern Mah	
LI	MÁYAVARAM-MUTUPET	...	...	...	...	...	...	...
LII	ASSAM-BENGAL	...	...	...	...	...	...	...
	TOTAL	36	1,765½	2,377½	3,030½	2,881½	3,065	3,872
	State lines worked by the State.							
	NÁGPUR-CHHATTISGARH	140	149	149	Taken over	by the Ben	gal-Nágpur	Railway
	TIRHOOT	227	225½	245½	259½	273½	273½	(*n*)
	LUCKNOW-SITAPUR-SEHAMAU (*o*)	...	...	...	...	...	104½	104½
	RAJPUTANA-MALWA	1,364	Leased to	the Bombay,	Baroda and	Central India	Railway	Company
	PUNJAB NORTHERN	71½	72	Transferred	to the North	Western (state)	railway	on the
	NORTH WESTERN (STATE) (*p*)	...	...	(*q*) 27½	10	10	Part converted	to stand
	CAWNPORE-ACHNERA	239½	253½	Leased to	the Bombay,	Baroda and	Central India	Railway
	NORTHERN BENGAL	286	285½	285½	Amalgamated	with the	Eastern Bengal	(state)
LIII	EASTERN BENGAL (STATE)—							
	NORTHERN AND BEHAR SECTIONS (INCLUDING THE KAUNIA-DHEMLA, 2'6" GAUGE BRANCH (*r*)	...	...	...	324½	355½	429½	429½
	DACCA SECTION	...	85½	86	86	86	86	86
LIV	BURMA (STATE)	260	333	333	333	333	333	336
	TOUNGOO-MANDALAY	...	...	...	...	108½	220½	220
	MU VALLEY	...	...	...	...	...	...	...
	TOTAL	2,597½	1,404½	1,127½	1,012½	1,165½	1,446½	1,176½
	Line worked by guaranteed company.							
	SOUTH INDIAN	654½	654½	654½	654½	654½	654½	654½
	TOTAL	654½	654½	654½	654½	654½	654½	654½

* For information regarding earlier years, see Appendix E

N.B.—The figures in this statement have been corrected from the progress statements published in Part II of the annual Administration

E—*continued.*

*end of each calendar year commencing from 1884.**

1891.	1892.	1893.	1894.	1895.	Serial No.	REMARKS.
Miles.	Miles.	Miles.	Miles.	Miles.		
on the 27th November 1888, and transferred to standard gauge lines.						(a) Transferred on the 9th May 1887 from "State lines worked by the State" (late Nágpur-Chhattisgarh railway).
338¾	341¾	341¾	341¾	341¾	XLIII	(b) Although for convenience classed amongst State railways, the Company's section of this line is the property of the Bengal and North-Western Railway Company.
400½	414½	414½	414½	414½		
					XLIV	
198½	198½	222	231¼	231¼		(c) Transferred on the 1st July 1890 from "State lines worked by the State."
(f)						(d) Transferred from "Assisted Companies."
uary 1889 to "State lines worked by the State."						
1,674	1,674	1,674	1,674	1,674	XLV	(e) Including the Bareilly-Pilibhit and the Lucknow-Sitapur-Seraman railways.
...	...	17¼	17¼	17¼	XLVI	
1,043¾	1,043¾	1,043¾	1,042	1,042	XLVII	(f) Included with the Rohilkund and Kumaon railway (Lucknow-Bareilly section), from the 1st January 1891.
...	63	119½	119½	119½	XLVIII	
311¼	331¼	296	296	296	XLIX	(g) Leased to the Bombay, Baroda and Central India Railway Company from the 1st January 1885.
901	1,042¼	1,041½	1,041½	1,041½	L	(h) Including the Cawnpore-Achnera railway system from the 1st October 1886.
Incorporated with the South Indian railway on the 1st January 1891.						
ratta railway on 1st January 1888.						(i) Decrease due to standard gauge line from Agra East Bank (junction with the East Indian railway) to Agra Cantonment having been included in the total open mileage of the metre gauge system in previous years.
...	...	...	54	54	LI	
...	...	...	...	129½	LII	
4,867¼	5,109	5,170¼	5,231¾	5,361¼		(j) "Transferred from "Assisted Companies."
Company on the 9th May 1887. (See above.)						
...	...	...	...	...		(k) Including the Bellary-Kistna (state) railway which was taken over by the Southern Mahratta Railway Company on the 1st January 1888.
(f)	...	...	...	...		
from the 1st January 1885.						
1st January 1886.						(l) Transferred on the 1st July 1886 from "Lines owned and worked by native states."
ard gauge and part abandoned.						
Company from the 1st October 1886, and amalgamated with the Rajputana-Malwa railway system. railway on the 1st April 1887.						(m) Purchased from the late South Indian guaranteed railway company on the 1st January 1891.
442¾	478½	478½	478½	478½	LIII	(n) Made over to the Bengal and North-Western railway for working on the 1st July 1890.
86	86	86	86	86		
558½	717½	730	745¼	834¼	LIV	(o) Transferred on 1st January 1889 from "State lines worked by companies."
59						(p) Transferred from the Punjab Northern (state) railway.
1,146¼	1,281½	1,294¼	1,309¾	1,398¾		(q) Malakwal to Bhera and branch to Salt mines at Khewra.
Purchased by the State on the 1st January 1891. See "State lines worked by companies."						(r) Transferred from the Northern Bengal (state) railway.
...	...	...	...	...		

to Part I of the Administration report for 1894-95.

Reports. Appendix D, and include differences due to minor corrections of mileage. For details of mileage opened year by year, see Appendix D.

APPENDIX

Length of railways open for public traffic at the end of

Serial No.	Railway.	1884.	1885.	1886.	1887.	1888.	1889.	1890.
		Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
	Metre gauge—*concld.*							
	Assisted companies.							
	Bengal and North-Western	74½	303	376½	376½	376½	375½	Transferred
LVII	Deoghur	5½	4	4½	4½	4½	4½	4½
LVIII	Rohilkund and Kumaon (Company's section)	54½	54½	54½	54½	54½	54½	54½
LIX	Bengal Dooars	...	...	...	...	...	...	...
LX	Dhrub-Sadiya	69½	77½	77½	77½	77½	77½	77½
	Southern Mahratta	214	Transferred to "State lines worked by companies."					
	Total	418	439	513	513	513	512½	130½
	Lines owned by native states and worked by companies.							
LXIII	The Gaekwar's Mehsána	...	...	...	20½	27½	27½	*27½
LXIV	Kolhápur	...	...	...	...	...	...	...
LXV	Yesvantpur-Mysore frontier	...	...	...	...	...	...	...
LXVI	Mysore Nanjangúd	...	...	...	...	...	...	...
	Total	...	...	...	20½	27½	27½	27½
	Lines owned and worked by native states.							
LXVII	Jodhpore-Bikaneer—							
	Jodhpore section	44	64	64	123½	123½	123½	123½
	Bikaneer section	...	...	...	...	...	...	...
LXVIII	Oodeypore-Chitor	...	...	...	...	...	...	...
LXIX	Bhávnagar-Gondal-Junágarh-Porebandar	193	193½	193½	193½	208½	(a) 333½	333½
	Mysore	140	140	Made over to the Southern Mahratta Railway Company.				
LXX	Jetalsar-Rájkot	...	...	...	...	...	...	...
	Total	377	397½	257½	317	333½	456	457½
	Foreign lines.							
LXXIV	West of India Portuguese	...	...	...	41	51	51	51
LXXV	Pondicherry	7½	7½	7½	7½	7½	7½	7½
	Total	7½	7½	7½	48½	58½	58½	58½
	Total metre gauge	4,090½	4,668½	4,937	5,597	5,633½	6,221	6,383½

*For information regarding earlier years, see Appendix E

N. B.—The figure in this statement have been corrected from the progress statements published in Part II of the annual Administration Re

E—*continued.*

each calendar year commencing from 1884.[*]

1891.	1892.	1893.	1894.	1895.	Serial No.	Remarks.
Miles.	Miles.	Miles.	Miles.	Miles.		
to "State lines worked by companies."						
4¾	4¾	4¾	4¾	4¾	LVII	
54	54	54	54	54	LVIII	
...	...	32½	36½	36½	LIX	
77½	77½	77½	77½	77½	LX	
136¼	136¼	168½	172¾	172¾		
92¾	92¾	92¾	92¾	92¾	LXIII	
29	29	29	29	29	LXIV	
...	...	51½	51½	51½	LXV	
...	...	15½	15½	15½	LXVI	
121¾	121¾	188½	188½	188½		
247½	364	364	364	364	LXVII	
43½						
...	...	...	...	60½	LXVIII	
333½	333½	333¾	334	333½	LXIX	(a) Including the Bhávnagar dock estates and the Junágarh quarry lines previously omitted.
on the 1st July 1886.						
...	...	46½	46½	46½	LXX	
624½	697½	744	744½	804		
51	51	51	51	51	LXXIV	
7¾	7¾	7¾	7¾	7¾	LXXV	
58¾	58¾	58¾	58¾	58¾		
6,954¾	7,405	7,624½	7,705½	7,983¾		

to Part I of the Administration Report for 1894-95.
ports, Appendix D, and include differences due to minor corrections of mileage. For details of mileage opened year by year, see Appendix D.

APPENDIX

Length of railways open for public traffic at the end of

Serial No.	Railway.	1884.	1885.	1886.	1887.	1888.	1889.	1890.
		Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
	Special gauges.							
	State lines worked by the State.							
	Nalhâti (4' 0")	27½	27½	27½	27½	27½	27½	27½
	Cherra-Companyganj (2' 6")	...	...	7½	7½	7½	7½	7½
LXXVII	Jorhât (2' 0")	12½	29½	26½	30½	30½	28½	28½
	Total	39½	56½	61½	65½	65½	63½	63½
	Assisted companies.							
LXXVIII	Darjeeling-Himalayan (2' 0")	51	51	51	51	51	51	51
	Thatôn-Dulîngâin (2' 0")	...	8	8	8	8	8	8
	Total	51	59	59	59	59	59	59
	Line owned by native state and worked by company.							
LXXX	The Gaekwar's Dabhoi (2' 6")	58½	58½	58½	66½	58½	58½	71½
	Line owned by native state and worked by state railway Agency.							
LXXXII	Cooch Behar (2' 6")	...	...	...	...	...	...	...
	Line owned and worked by native state.							
LXXXIII	Morvi (2' 6")	...	...	51	68	68	68	93½
	Total special gauges	149½	174½	230½	251½	251½	249	283½
	Total of all railways	11,630½	12,280½	12,937½	14,111½	14,582	15,895	16,393

* For information regarding earlier years, see Appendix E.

N.B.—The figures in this statement have been corrected from the progress statements published in Part II of the annual Administration Re

E—*concluded.*

each calendar year commencing from 1894.[a]

1891.	1892.	1893.	1894.	1895.	Serial No.	Remarks.
Miles.	Miles.	Miles.	Miles.	Miles.		
27½	(*a*)	...	...	...		(*a*) Incorporated with the East Indian railway from the 1st April 1892 and opened on the 15th July of the same year on the standard gauge under the name of the Azimganj branch.
8	(*b*)	...	...	...		(*b*) Now treated as a steam tramway.
28½	28½	28	28	28	LXXVII	
63½	23½	28	28	28		
51	51	51	51	51	LXXVIII	
8	(*b*)	...	...	...		
59	51	51	51	51		
71½	71½	71½	71½	71½	LXXX	
...	...	22½	22½	22½	LXXXII	
93½	93½	93½	94½	94½	LXXXIII	
284½	244½	266½	267½	267½		
17,284½	17,849	(*c*) 18,633½	18,841	19,466½		(*c*) The difference between the mileage shown here and that in Part I of the Administration Report for 1893-94 is due to the inclusion of openings reported after the publication of that report.

[a] Part I of the Administration Report for 1894-95.

[b] Reports, Appendix D, and include differences due to minor corrections of mileage. For details of mileage opened year by year, see Appendix D-

APPENDIX

Progress made in the opening of railways during

Serial No.	Railway.	1894-95.	1895-96.	1896-97.	1897-98.	1898-99.	1899-00.
	STANDARD GAUGE.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
	State lines worked by companies.						
I	East Indian	...	6½	4¼	(*a*)—6	(*b*) 12 *½	...
	Dildárnagar-Gházípur	...	...	...	...	(*d*)—12	...
	Patna-Gya	...	*½	...	...	...	...
	Northern Bengal (Poradaha branch)	(*f*) —17½	...	...	...	...	...
II	Bengal-Nágpur	...	...	...	...	(*g*) 201½	208½ *1½
III	Indian Midland	...	...	42	95 *—½	(*h*) 378	164½ *—1½
	Sindia	...	...	...	...	(*i*)—74½	...
	Pátri	...	...	...	...	(*j*)—22½	...
IV	Bhopal-Itárasi (British section)	1½	...	...	...	...	...
V	Godhra-Ratlam-Nagda	...	...	...	...	...	...
VI	Wardha Coal	Transferred on the 1st January 1891 from "State lines worked by the State."					
VII	Dhond-Manmád	...	...	*—½	...	...	...
	Amritsar-Pathánkot	14	(*l*)—65	...	...	...	...
	Rupar-Nálagarh	(*m*)—48	...	...	...	...	...
VIII	East Coast (State) (Bezwada extension)	...	...	...	...	21½	...
IX	Bezwada-Madras (Madras-Ennór section)	...	...	...	...	...	...
	Total	—50½	—59½	46¼	88½	591½	372½
	State lines worked by the State.						
	Katni-Umaria	...	...	37	...	(*r*)—37	...
	Wardha Coal	...	...	...	...	...	...
XII	North Western (State)	...	(*l*) 1,765½ *—½	253½ *—½	329 *—2½	6½ (*u*)—9	7½ *—½ (*v*)—10
	Indus Valley	*½	—501	Absorbed into the North Western			
	Punjab Northern	...	—374½				
	Sind-Pishin (Rok to Sibi and Pir Chowki)	...	—153				
	Amritsar-Pathánkot (*s*)	...	65	...	*—½	...	...
	Jammu and Kashmir (British section)	...	...	...	...	...	8½
XIII	Hyderabad-Shadipalli	...	...	...	...	...	...
XIV	Oudh and Rohilkhand (State)	Purchased by the State on the 1st January 1889.				692½	...
XV	Eastern Bengal (State)	(*t*) 233 *½	½ *½	...	...	½ (*t*¹)—4	...
	Calcutta and South-Eastern	—55½	Incorporated with the Eastern Bengal (state) rail				
XVI	Bengal Central †	...	...	12½	...	*—½	...
XVII	Calcutta Port Commissioners'	...	...	2½	...	...	...
XVIII	East Coast (state)	...	...	...	...	...	...
	Total	178½	804	447½	326½	647½	54

† Although for convenience classed amongst State railways this line

N.B.—The figures in this statement have been corrected from the progress statements

P.

each official year commencing from 1884-85.

1890-91.	1891-92.	1892-93.	1893-94.	1894-95.	1895-96.	Serial No.	Remarks.
Miles.	Miles.	Miles.	Miles.	Miles.	Miles.		* Correction of mileage.
...	...	(c) 87½ *½	*½	58½ (c¹) 5 *2	23½ *½	I	(a) Benares branch transferred to the Oudh and Rohilkhand railway on the 1st October 1887. (b) Dildárnagar-Gházipur railway incorporated on the 1st January 1889. (c) Late Nalhátí and Dubna-Gya (state) railways incorporated on the 1st April and the 1st July 1892, respectively. (d) Incorporated with the East Indian railway on the 1st January 1889.
...	...	...	...	...	...		
...	...	(d)—57½	...	...	...		
...	...	...	...	...	...		(e) Incorporated with the East Indian railway on the 1st July 1892.
330½ *—½	...	80½	...	*—½	—½	II	(f) Incorporated with the Eastern Bengal (state) railway on the 1st July 1884.
...	...	...	...	...	1½ *½	III	(g) Including the late Nágpur-Chhattisgarh (state) railway and the Katni-Umaria branch taken over on the 1st April 1888.
...	...	...	...	...	...		(h) Including the Sindia (state) railway taken over on the 1st March 1889.
...	...	...	...	...	...		(i) Incorporated with the Indian Midland railway on the 1st March 1889.
...	...	...	...	...	...		(j) Now included with the mileage of the Bombay, Baroda and Central India railway.
...	...	...	...	...	...	IV	(k) Excluding 1½ miles at Wacora retained by the Colliery to be used as a siding.
...	...	25	20	70½	...	V	
(k)45	...	...	...	...	...	VI	(l) Transferred on the 1st January 1895 to "State lines worked by the State."
...	...	...	...	...	...	VII	(m) This line was originally made by the Canal authorities for constructional purposes of the Sirhind Canal. It was handed over to the Sind, Punjab, and Delhi Railway Company for experimental working for one year from the 1st April 1883. The section from Rupar to Nálagarh, 16 miles, was closed for passenger traffic in July 1883, and the whole line was abandoned in July 1884.
...	...	(n) 91	(o)—91	(p)—21½	(q)20½	VIII	(n) Berwada-Gidárarí section of the East Coast (state) railway opened for traffic on the 20th February 1893.
...	...	...	...	...	9	IX	(o) Portion of the East Coast (state) railway referred to under (n) retransferred to the State for working from 1st January 1894.
							(p) Treated as an integral part of the East Coast (state) railway.
374½	...	176½	—70½	110½	55½		
							(q) Although still an integral part of the East Coast (state) railway this line is shown separately as it is worked by the Nizam's Guaranteed State railway.
							(r) Taken over by the Bengal-Nágpur Railway Company on the 1st April 1888.
...	...	...	...	...	...		(s) Transferred on the 1st January 1891 to "State lines worked by Companies."
(r)—46½	...	...	...	...	...		(t) Including the late Indus Valley, Punjab Northern, and Sind-Pishin (state) lines, and the Sind, Pishín and Delhi guaranteed railway, also 6½ miles, Dawa Singh bundar to Fremapore opened on the 27th April 1885, and the metre gauge line from Lála Músa to Mahalwal (45 miles) converted to and opened on the standard gauge on the 10th February 1886.
*½	(m)73½ *3½ (s)—66½	(y)72½ *—½	...	...	163½ *3½ *—6½	XII	(u) Portions, Ghází ghát to Dera Ghází Khan, 4 miles, and Chenab west bank to Muzaffarabad, 6 miles, closed to traffic in May 1888.
(state) railway on the 1st January 1890.							(v) Darya Khan to Dera Ismail Khan ferry line dismantled and mileage corrected.
...	*12	(s¹)—66½	...	...	...		(w) Including Jammu and Kashmir railway (B-Bhk section).
...	(t¹)—8½	...	...	...	...		(x) Portion of old Quetta loop under reconstruction on a new alignment via the Mushkaf-Bolán route. This does not take into account the high level line between Hirak and Kolpur, 8 miles, which, though inspected and passed for traffic, was never formally opened.
...	...	59	...	...	...	XIII	
...	...	...	48½	50 *½	...	XIV	(y) Including the Amritsar-Pathánkot railway and 0 miles of military line not used for public traffic.
18½ *—½	*—½	...	*½	...	*½	XV	(z) Transferred on the 1st January 1895 from "State lines worked by the State."
way on the 1st July 1894.							(a¹) Incorporated with the North Western (state) railway on the 1st April 1892.
...	...	...	...	...	...	XVI	(b¹) Amalgamated with the North Western (state) railway on the 1st April 1891.
...	...	...	...	...	*2½	XVII	(c¹) Including the late Calcutta and South-Eastern (state) railway, the Doráilah branch of the Northern Bengal (state) railway, and the late Eastern Bengal guaranteed railway.
...	...	...	178½ (z¹) 91	90 (f¹)21½ *—6	137½ (h¹)—3 —½ o¹)—21½	XVIII	(d¹) Decrease due to alterations at Goalundo and minor corrections of mileage. (e¹) *Vide* note (o) above. (f¹) *Vide* note (p) above. (g¹) *Vide* note (q) above. (h¹) Metre gauge line from Tadépalli to Rezwada now excluded. (i¹) Sakri ghát branch previously omitted.
—28½	—20½	64½	318½	161½	224½		

is the property of the Bengal Central Railway Company.

published in Part II of the annual Administration Reports, Appendix D.

APPENDIX

Progress made in the opening of railways during

Serial No.	Railway.	1884-85.	1885-86.	1886-87.	1887-88.	1888-89.	1889-90.
		Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
	STANDARD GAUGE—*concld.*						
	Lines worked by guaranteed companies.						
	Eastern Bengal	—159½	Acquired by the State		on the 1st	July 1884	and trans-
	Oudh and Rohilkhand	47	*—1½ 85½	6½	(a) 3½ 4½ *—1½	—69½	Transfer- by the
	Sind, Punjab and Delhi	...	—686½	Acquired by the State		on the 1st J	anuary 1886
XXIV	Great Indian Peninsula	...	...	* ½	..	...	...
XXV	Bombay, Baroda and Central India	...	...	...	...	(b) 22½	...
XXVI	Madras	...	...	(c)—80 —2	*—½ (d)—24 13½	*—½	*1½
	Total	—112½	—682½	—25	16½	—67½	1½
	Assisted companies.						
XXVII	Delhi-Umballa-Kalka	...	...	...	...	...	...
XXVIII	Tarkessur	23	* ½	...	...	...	...
	Bengal Central	12 *—½	...	—125½	Transferred	to "State	lines work
	Total	33½	½	—125½	...	...	...
	Lines owned by native states and worked by companies.						
XXXI	Khámgaon	...	...	*— ½	...	...	...
XXXII	Amráoti	...	...	*—½	...	...	...
XXXIII	Béna-Goona	...	...	...	...	...	...
XXXIV	Bhopal-Ujjain	...	...	...	...	...	...
XXXV	Bhopal-Itárasi (Native State section)	44	...	...	...	...	...
XXXVI	The Nizam's Guaranteed State (e)	121	...	87 (f)—8½	* ½ 69	* ½ 55	...
XXXVII	The Gaekwar's Petlád	...	...	...	...	...	...
XXXVIII	Kolar Gold-fields	...	...	...	...	...	...
	Rájpura-Patiála	16	—16	Transferred	on the 1st	January	1886, to
	Total	181	—16	82½	69½	55½	...
	Lines owned by native states and worked by state railway agency.						
XL	Rájpura-Bhatinda (g)	...	16	...	*—1	*1	92
XLI	Jammu and Kashmir (Native State section)	...	...	...	...	...	16
	The Nizam's Guaranteed State	—121	Transferred	on the 1st	January	1885,	to *Lines
	Total	—121	16	...	—1	1	108

N.B.—The figures in this statement have been corrected from the progress statements

F—*continued.*

each official year commencing from 1884-85.

1880-81.	1881-82.	1882-83.	1883-84.	1884-85.	1885-86.	Serial No.	REMARKS.
Miles.	Miles.	Miles.	Miles.	Miles.	Miles.		
ferred to "State lines worked by the State."							
red on the 1st January 1889 to State lines worked State."							* Correction of mileage.
and absorbed into the North Western (state) railway system.							(a) Benares branch taken over from the East Indian railway on the 1st October 1887.
...	...	*—1½	...	*½	...	XXIV	
...	...	...	...	...	...	XXV	(b) Pátri branch now treated as part of the Bombay, Baroda and Central India railway.
...	...	...	...	...	...	XXVI	(c) The Bellary branch (Guntakal to Bellary) was purchased by and handed over to the Southern Mahratta Railway Company on the 1st February 1887.
...	...	—1½	...	½	...		(d) Line to Beypore from point of divergence of new line to Calicut abandoned.
162	* ½	*—½	... *	...	...	XXVII	
...	...	...	...	...	...	XXVIII	
ed by the State."							
162	½	—½	...	...	...		
...	...	...	...	...	...	XXXI	
...	...	...	...	...	...	XXXII	
...	...	...	...	...	72½	XXXIII	
...	...	...	...	...	113½	XXXIV	
...	...	...	...	...	½	XXXV	
(g) 24½ *½	(h)—2½ *—½	(g) 2½ *½	...	...	...	XXXVI	(e) Transferred on the 1st January 1885 from "Lines owned by native states and worked by state railway agency."
13½	...	...	...	...	...	XXXVII	(f) These 3½ miles were formerly counted twice over.
...	...	...	...	10	...	XXXVIII	(g) Trimulgherry troop siding previously omitted now added.
Lines owned by native states and worked by state railway agency."							(h) Trimulgherry troop siding omitted.
16½	—2½	2½	...	10	186		
*—½	...	*½	...	...	...	XL	(i) Transferred on the 1st January 1886 from "Lines owned by native states and worked by companies."
...	...	...	...	...	...	XLI	
owned by native states and worked by companies."							
—½	...	½	...	...	...		

published in Part II of the annual Administration Reports, Appendix D.

APPENDIX

Progress made in the opening of railways

Serial No.	Railway.	1884-85.	1885-86.	1886-87.	1887-88.	1888-89.	1889-90.
	* Metre gauge.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
	State lines worked by companies.						
	Bengal-Nágpur	Late Nagpur-Chhattisgarh (state) railway.			149	—149	Converted
XLIII	Bengal and North-Western† —						
	Tirhoot section	Transferred on the 1st July 1890 from "State lines worked by the State."					
	Company's section	Transferred from "Assisted Companies."				...	...
XLIV	Rohilkund and Kumaon (Lucknow-Bareilly section.)	Including the Bareilly-Pilibhit and Lucknow-Sitapur Seramau railways.					
	Bareilly-Pilibhit	36	...	...	...	...	...
	Lucknow-Sitapur-Seramau	...	...	55½	50½	—106	...
XLV	Rajputana-Malwa	(b) 1,412 *2	...	(c) 253½ *¼	...	(d) —2¾	7½ *—½
XLVI	Pálanpur-Dessa	...	...	...	...	...	...
XLVII	Southern Mahratta	...	(e) 315¼	(f) 282¼	(g) 167¾	* 1½	123 *¼
XLVIII	Guntakal-Mysore frontier	Transferred from the South Indian railway				...	...
XLIX	Southern Mahratta (Mysore section) (i)	...	...	140 *—½	...	79½	77
L	South Indian	Purchased by Government from the late guaranteed railway company on the 1st January 1891.					
	Cuddapah-Nellore	...	...	...	82¼	—82¼	See "Villu
	Villupuram-Guntakal	See "Cuddapah-Nellore"		...	...	82¾	...
	Bellary-Kistna	...	...	...	*—1 (m) 88¾	...	...
LI	Máyavaram-Mutupet	...	...	...	...	...	...
LII	Assam-Bengal	...	...	...	...	...	...
	Total	1,450	315¼	731¼	537¾	—176¼	207½
	State lines worked by the State.						
	Nágpur-Chhattisgarh	...	...	...	—149	Taken over by the	
	Tirhoot	34	*—1½	20	13½	14	...
	Lucknow-Sitapur-Seramau	Transferred on 1st January 1889 from "State lines worked by companies"				104¾	...
	Rajputana-Malwa	—1,260¾	Leased to the Bombay, Baroda and Central India Rail				
	Punjab Northern	...	—71¾	Part converted to standard gauge and transfer			
	North Western (state)	...	(n) 71¾ —45 *¼	*½ (o) 10 (p)—27½	...	...	—10
	Cawnpore-Achnera (including Cawnpore Farukhabad and Hattras-Mattra-Achnera).	249½ *—½	4¾ *—½	* ¼ —253½	Leased to the Bombay, Baroda		
	Cawnpore-Farukhabad	—86	Amalgamated with the Cawnpore-Achnera railway.				
	Hattras-Mattra-Achnera	—52					
	Northern Bengal (including the Kaunia-Dharila, 2′ 6″ gauge, branch).	14¾	*—½	...	—285¾	Amalgamated with	
LIII	Eastern Bengal (state) — Northern and Behar sections (including the Kaunia-Dharila, 2′ 6″ gauge, branch.)	Transferred from the Northern Bengal (state) railway.			356	*—¾	74 *¼
	Dacca section	10¼	*½ 75	* ¼	...	...	...
LIV	Burma (state)	...	73	...	...	...	...
	Toungoo-Mandalay	...	...	...	...	222	—2
	Mu Valley	...	...	...	...	...	...
	Total	—1,090¾	106½	—250	—65¼	310	62¼
	Line worked by guaranteed company.						
	South Indian	...	...	...	...	*—½	* ¼
	Total	...	...	...	...	—½	½

* Although for convenience classed amongst State railways, the Company's

N.B.—The figures in this statement have been corrected from the progress statement

F—*continued.*

during each official year commencing from 1884-85.

1890-91.	1891-92.	1892-93.	1893-94.	1894-95.	1895-96.	Serial No.	Remarks.
Miles.	Miles.	Miles.	Miles.	Miles.	Miles.		
to the standard gauge on the 27th branch abandoned.			November	1888 and	Tumsar		
329½	12½	...	...	...	...	XLIII.	* Correction of mileage.
375½	38½	...	6	*½ / —6	*—½		
140½	67½	28½	7½ / *½	1½	...	XLIV	(*a*) Included with the Rohilkund and Kumaon railway (Lucknow-Bareilly section) from the 1st January 1891 up to which date the open length of the Lucknow-Pilibhit section, *viz.*, the Lucknow-Sitapur-Seramau railway was worked by the Oudh and Rohilkund railway, *i.e.*, by the late guaranteed company up to 31st December 1888 and then by state agency up to 31st December 1890.
(*a*)—36	...	...	...	...	...		
Transferred to "State lines worked by the State."							
...	54 / *—3½	...	...	...	...	XLV	(*b*) Including mileage transferred from "State lines worked by the State."
...	...	...	17½	...	...	XLVI	(*c*) Cawnpore Achnera railway system incorporated on the 1st October 1886.
*—½	...	...	...	*—1½	...	XLVII	(*d*) Decrease due to standard gauge line from Agra East Bank (junction with East Indian railway) to Agra Cantonment, having been included in the total open mileage of the metre gauge system in previous years.
66½	...	(*b*) 63	50½	...	...	XLVIII	
*—½	* ½ / 15 / 2044	20	(*c*)—351	...	...	XLIX	(*e*) Including 30½ miles opened during 1885; balance 21¼ miles transferred from "Assisted companies."
(*d*) 860½	* ½ / (*b*)—63		*—½	...	...	L	
puram-Guntakal."							(*f*) Including the Bellary branch of the Madras railway which was purchased by the Southern Mahratta Railway Company on the 1st February 1887 and converted from standard to metre gauge on the 18th May 1887.
—82½	Incorporated with the South Indian railway.						
...	...	...	...	...	...		(*g*) Including the Bellary-Kistna (state) railway (83¾ miles), which was taken over by the Southern Mahratta Railway Company on the 1st January 1888.
...	...	...	...	54	...	LI	
...	...	...	...	...	159	LII	(*h*) Previously included with the South Indian railway.
1,693½	330½	48½	51½	49½	159¾		(*i*) Transferred from "Lines owned and worked by native states."
Bengal-Nagpur Railway Company on the 9th May 1887.							(*j*) Yesvantpur-Doddaliapur and Mysore-Nanjangud sections now shown as Nos. LXV and LXVI respectively.
—273½	Transferred on the 1st July 1890 to "State lines worked by companies."						(*k*) Including the Caddapah-Nellore (Villupuram-Guntakal) railway 82½ miles.
(*a*)—104½	...	...	...	...	...		(*l*) Guntakal-Mysore frontier section now shown as No. XLVIII.
way Company from the 1st January 1885.							(*m*) Included with the open mileage of the Southern Mahratta railway in appendix G.
rel to the North Western (state) railway on the 1st January 1886. Part converted to standard gauge and part abandoned.							(*n*) Transferred from the Punjab Northern (state) railway.
							(*o*) Hirdi to Kotal.
and Central India Railway Company from the 1st October 1886 and amalgamated with the Rajputana-Malwa railway system.							(*p*) Superseded by the standard gauge line from Lala Musa to Bhera; 10 miles, Miani to Khewra, abandoned.
the Eastern Bengal (state) railway on the 1st April 1887.							
13½	*—½	35½	...	*½	...	LIII	
...	...	...	...	...	...		
3 / ... / ...	*2½ / 100 / 59		13 / *—½	15½	141½	LIV	
—361½	61	135½	12½	15½	141½		
—6544	Purchased by Government on the 1st January 1891. Part "State lines worked by companies."						
—6544	...	...	...	...	...		

section of this line is the property of the Bengal and North-Western Railway Company.
published in Part II of the annual Administration Reports, Appendix D.

APPENDIX

Progress made in the opening of railways

Serial No.	Railway.	1884-85.	1885-86.	1886-87.	1887-88.	1888-89.	1889-90.
	METRE GAUGE—*concld.*	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
	Assisted companies.						
	BENGAL AND NORTH-WESTERN	*203	...	7¼	...	...	*—½
LVII	DEOGHUR	...	(a)—1½	*¾	...	...	...
LVIII	ROHILKUND AND KUMAON (COMPANY'S SECTION)	54½	...	...	...	...	...
LIX	BENGAL DOOARS	...	...	...	...	...	...
LX	DIBRU-SADIYA	39	...	...	...	...	...
	SOUTHERN MAHRATTA	173½	—214	Transferred to "State lines worked by com			
	TOTAL	570	—215½	74	...	...	—½
	Lines owned by native states and worked by companies.						
LXIII	THE GAEKWAR'S MEHSÁNA	...	...	21	*—¼	*—¼ 7¼	...
LXIV	KOLHÁPUR	...	...	...	...	...	...
LXV	YESVANTPUR-MYSORE FRONTIER	...	...	...	...	...	...
LXVI	MYSORE-NANJANGÚD	...	...	...	...	...	...
	TOTAL	...	...	21	—¼	7	...
	Lines owned and worked by native states:						
LXVII	JODHPORE-BICKANEER—						
	JODHPORE SECTION	45 *½	...	59¾	...	...	...
	BICKANEER SECTION	...	...	...	...	...	...
LXVIII	OODEYPORE-CHITOR	...	...	...	...	...	...
LXIX	BHÁVNAGAR-GONDAL-JUNÁGARH-PORBANDAR	...	*¼	...	...	66¾ *—¼	(d)3¼ 70¾
	MYSORE	54 *—1	...	—140	Transferred on the 1st July		
LXX	JETALSAR-RÁJKOT	...	...	...	...	...	...
	TOTAL	98½	¼	—80¼	...	66½	73½
	Foreign Lines.						
LXXIV	WEST OF INDIA PORTUGUESE	...	...	41	10	...	...
	TOTAL	...	...	41	10	..	...

N.B.—The figures in this statement have been corrected from the progress statements

F—*continued.*

during each official year commencing from 1884-85.

1880-81.	1881-82.	1882-83.	1883-84.	1884-85.	1885-86.	Serial No.	Remarks.
Miles.	Miles.	Miles.	Miles.	Miles.	Miles.		
—375½	Transferred to "State lines worked by companies." *						* Correction of mileage.
...	...	...	...	...	...	LVII	(a) Bohini branch closed on the 1st November 1885.
...	—½	...	...	...	...	LVIII	
...	...	27	5½	4½	...	LIX	
...	...	...	...	...	...	LX	
panies."							
—375½	—½	27	5½	4½	...		
40½	24½	...	...	...	...	LXIII	
...	20	...	..	...	...	LXIV	
...	...	...	(b)51½	*—½	...	LXV	(b) Including the Kesvantpur-Dodballapur section previously included with Southern Mahratta (Mysore section).
...	...	...	(c)15½	...	...	LXVI	(c) Previously included with the Southern Mahratta (Mysore section).
40½	53½	...	66½	—½	...		
...	123½	73	...	...	...	LXVII	
...	43½						
...	...	...	...	...	60½	LXVIII	(d) Bhávnagar dock estates and Junágarh quarry lines previously omitted.
½	...	...	*½	*½	*—½	LXIX	
1886 to "State lines worked by companies."							
...	...	...	46½	...	...	LXX	
½	167½	73	46½	½	59½		
...	...	...	...	...	...	LXXIV	
...	...	...	...	...	...		

published in Part II of the annual Administration Reports, Appendix D.

APPENDIX

Progress made in the opening of railways

Serial No.	Railway.	1834-35.	1855-56.	1856-57.	1857-58.	1858-59.	1889-90.
		Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
	Special gauges.						
	State lines worked by the State.						
	Nalhátí (5′ 0″)	...	...	...	...	...	...
	Chhora-Companyganj (5′ 6″)	...	...	7½	...	...	...
LXXVII	Sonnúr (5′ 0″)	32½	—3	—2½	1½ *2½	...	(c)—5½ 3½
	Total	32½	—3	5	4	...	—2½
	Assisted companies.						
LXXVIII	Darjeeling-Himalayan (2′ 0″)	*1	...	•—½	...	...	...
	Thatón-Dutinzáik (3′ 0″)	8	...	...	...	...	...
	Total	9	...	...	...	...	...
	Line owned by native state and worked by company.						
LXXX	The Gaekwar's Dabhoi (2′ 6″)	...	...	...	...	...	...
	Total	...	...	...	...	...	...
	Line owned by native state and worked by state railway agency.						
LXXXII	Cooch Behar (2′ 0″)	...	...	...	...	...	...
	Total	...	...	...	...	...	...
	Line owned and worked by native state.						
LXXXIII	Morvi (2′ 0″)	...	24	44	...	...	23½
	Total	...	24	44	...	...	23½

† Although for convenience classed amongst state railways this line

N.B.—The figures in this statement have been corrected from the progress statements

F—*continued.*

during each official year commencing from 1884-85.

1890-91.	1891-92.	1892-93.	1893-94.	1894-95.	1895-96.	Serial No.	Remarks.
Miles.	Miles.	Miles.	Miles.	Miles.			
...	...	(*a*)—27½	...	...	...		
...	*½	(*b*)—8	...	...	...		* Correction of mileage.
...	...	*—½	*—½	...	...	LXXVII	(*a*) Incorporated with the East Indian railway from the 1st April 1892 and opened on the 15th July of the same year on the standard gauge under the name of the Asansol branch.
...	½	—35½	—½	...	...		(*b*) Now treated as a steam tramway.
...	...	...	...	...	...	LXXVIII	(*c*) Baraghop river siding closed and replaced by the alternative cold weather section to the steamer ghát opened on the 25th November 1889.
...	...	(*b*)—8	...	...	...		
...	...	—8	...	...	...		
19	...	...	...	...	...	LXXX	
19	...	...	...	...	...		
...	...	...	22½	...	...	LXXXII	
...	...	...	22½	...	...		
½	...	...	...	½	...	LXXXIII	
½	...	...	...	½	...		

is the property of the Bengal Central Railway Company.
published in Part II of the annual Administration Reports, Appendix D.

APPENDIX

Abstract of additions made to open mileage

Years.	Standard Gauge.						Metre Gauge.						
	State lines worked by com-panies.	State lines worked by the State.	Lines worked by guaran-teed com-panies.	Assisted com-panies.	Lines owned by native states and worked by companies.	Lines owned by native states and worked by State rail-way agency.	State lines worked by com-panies.	State lines worked by the State.	Lines worked by guaran-teed com-panies.	Assisted com-panies.	Lines owned by native states and worked by companies.	Lines owned and worked by native states.	Foreign lines.
	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
1884-85	—50½	178½	—112½	33½	181	—121	1,450	—1,000½	...	570	...	99½	...
1885-86	—59½	80½	—602½	½	—16	16	315½	106½	...	—215½	...	½	...
1886-87	46½	447½	—25	—125½	82½	...	731½	—250	...	75	21	—80½	41
1887-88	88½	320½	16½	...	69½	—1	537½	—65½	...	...	—½	...	10
1888-89	594½	647½	—670½	...	55½	1	—176½	340	—½	...	7	66½	...
1889-90	372½	5½	1½	...	...	108	207½	62½	½	—½	...	73½	...
1890-91	374½	—28½	...	162	16½	—½	1,693½	—361½	—654½	—375½	40½	½	...
1891-92	...	—20½	...	½	—2½	...	330½	61	...	—½	58½	167½	...
1892-93	176½	64½	—1½	—½	2½	½	48½	135½	...	27	...	73	...
1893-94	—70½	318½	...	...	...	...	51½	12½	...	5½	66½	46½	...
1894-95	110	161½	½	...	10	...	48½	16½	...	4½	—½	½	...
1895-96	55½	224½	...	...	186	...	158½	141½	...	...	...	69½	...

N.B.—This statement includes minor corrections of mileage and corrections due to transfers from one gauge to another. The dates of opening of the various sections will be

F—*concluded.*

during each official year from 1884-85.

Special gauges.					Total of all gauges.				Years.	Remarks.
State lines worked by the State.	Assisted companies.	Line owned by native state and worked by company.	Line owned by native state and worked by state railway agency.	Line owned and worked by entire state.	Standard gauge.	Metre gauge.	Special gauges.	Grand Total.		
Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.		
32½	9	...	...	...	108½	1,027½	41½	1,177½	1884-85	
—3	...	...	...	24	142½	206½	21	370	1885-86	
5	...	...	...	44	426½	537	49	1,012½	1886-87	
4	...	...	...	...	490	452½	4	985½	1887-88	
...	...	...	...	...	628	236½	...	864½	1888-89	
—2½	...	...	...	25½	487½	343	23	853½	1889-90	
...	...	13	...	½	524½	342½	13½	880½	1890-91	
½	...	...	...	...	—23	612½	½	589½	1891-92	
—35½	—8	...	...	...	242	278½	—43½	477½	1892-93	
—½	...	...	22½	...	247½	182½	22	452½	1893-94	
...	...	...	...	½	282½	68½	½	351	1894-95	
...	...	...	...	...	466½	359½	...	826	1895-96	

or else to another and shows the net additions to open mileage in each year. For details, see pages xxxvii to xlvii, found in Appendix D, Part II of the Administration Reports.

APPENDIX

Length of railways open for public traffic at the

Serial No.	Railway.	1883-84.	1884-85.	1885-86.	1886-87.	1887-88.	1888-89.
	STANDARD GAUGE. State lines worked by companies.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
I	East Indian	1,509	1,509	1,514½	1,519½	(a) 1,518½	(b) 1,525½
	Dildárnagar-Gházípur	12	12	12	12	12	Incorpora
	Patna-Gya	57	57	57½	57½	57½	57½
	Northern Bengal (Poráhát branch)	37½	Incorporated with the Eastern Bengal (state) railway on				
II	Bengal-Nágpur	Converted	from metre gauge on the 27th November 1888.				(c) 291½
III	Indian Midland	...	...	...	42	136½	(f) 514½
	Sindia	74½	74½	74½	74½	74½	Incorpora
	Páthi	22½	22½	22½	22½	22½	Now inclu
IV	Bhopal-Itárisi (British section)	11½	13	13	13	13	13
V	Godhra-Ratlam-Nagda	...	...	...	...	...	...
VI	Wardha Coal	Transferred on the 1st January 1891 from "State lines worked					
VII	Dhond-Manmád	145½	145½	145½	145½	145½	145½
	Amritsar-Pathánkot	51	65	Transferred on the 1st January 1888 to "State lines			
	Rupar-Nálagarh	(h) 46					
VIII	East Coast (state) (Bezwada extension)	...	...	...	...	...	21½
IX	Bezwada Madras (Madras-Ennúr section)	...	...	...	...	...	...
	Total	1,940½	1,889	1,829½	1,886½	1,074½	2,569
	State lines worked by the State.						
	Kaimi-Umaria	...	...	...	37	37	Taken over
	Wardha Coal	46½	46½	46½	46½	46½	46½
XII	North Western (state)	...	...	(e) 1,765	2,048½	2,374½	(c) 2,371
	Indus Valley	500½	501	Absorbed into the North Western			
	Punjab Northern	374½	374½				
	Sind-Pishin (Rohri to Sibi and Pir Chowki)	152	152				
	Amritsar-Pathánkot (e)	...	...	65	65	64½	64½
	Jammu and Kashmir (British section)	...	...	...	...	...	...
XIII	Hyderabad-Shadipalli	...	...	...	...	...	...
XIV	Oudh and Rohilkhand (state)	Purchased by the State on the 1st January 1889.					692½
XV	Eastern Bengal (state)	...	(e) 233½	234½	234½	234½	(e) 231
	Calcutta and South-Eastern	65½	Incorporated with the Eastern Bengal (state) railway on				
XVI	Bengal Central*	Transferred from "Assisted Companies"			122½	125½	125
XVII	Calcutta Port Commissioners'	4	4	4	6½	6½	6½
XVIII	East Coast (state)	...	...	...	...	...	...
	Total	1,122½	1,311½	2,115½	2,563	2,889½	3,537

* Although for convenience classed amongst State railways, this

N.B.—The figures in this statement have been corrected from the progress statements.

G.

end of each official year commencing from 1888-84.

1889-90.	1890-91.	1891-92.	1892-93.	1893-94.	1894-95.	1895-96.	Serial No.	Remarks.
Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.		
1,625½	1,625½	1,522½	(c)1,613½	1,613½	1,676	1,700½	I	(a) Excluding the Benares branch transferred to the Oudh and Rohilkhand railway on the 1st October 1887.
ted with the East Indian railway on the 1st January 1880.								(b) Including the Dildárnagar-Gházipur railway incorporated on the 1st January 1889.
57½	57½	67½	(d)	...	...	...		(c) Including the late Nalhátí and the Patna-Gya (state) railways incorporated on the 1st April and the 1st July 1892, respectively.
the 1st July 1884.								(d) Incorporated with the East Indian railway on the 1st July 1892.
831½	831½	831½	861½	861½	861	860¾	II	(e) Including the late Nágpur-Chhattisgarh (state) railway, and the Katni-Umaria branch taken over on the 1st April 1888.
677½	677½	677½	677½	677½	677½	679½	III	(f) Including the Sindia railway taken over on the 1st March 1889.
ted with the Indian Midland railway on the 1st March 1889.								(g) Excluding 1¼ miles at Waters retained by the Colliery to be used as a siding.
ded with the mileage of the Bombay, Baroda and Central India railway.								(h) This line was originally made by the Canal authorities for constructional purposes of the Sirhind Canal. It was handed over to the Sind, Punjab and Delhi Railway Company for experimental working for one year from the 1st April 1883. The section from Rupar to Nabigarh (16 miles) was closed for passenger traffic in July 1883. The whole line was abandoned in July 1884.
13	13	13	13	13	13	13	IV	(i) Including the Bezwada-Gódávari section of the East Coast (state) railway opened for traffic on the 20th February 1893.
...	...	...	25	45	115½	115½	V	(j) Excluding the portion of the East Coast (state) railway referred to under (i) retransferred to the State for working from 1st January 1894.
by the State." (g) 45		45	45	45	45	45	VI	(k) Treated as an integral part of the East Coast (state) railway.
145½	145½	145½	145½	145½	145½	145½	VII	(l) *Vide* note (c) below.
worked by the State."								(m) Although forming an integral part of the East Coast (state) railway, this line is shown separately as it is worked by His Highness the Nizam's Guaranteed State Railway Company Limited.
21½	21½	21½	(i)112½	(j)21½	(k)	(l) & (m)20½	VIII	(n) Including the late Indus Valley, Punjab Northern, and Sind Pishin (state) lines, and the Sind, Punjab and Delhi guaranteed railway, also 6¼ miles, Ganda Singh bander to Ferozepore opened on the 27th April 1885, and the metre gauge line from Lala Musa to Malakwal (45 miles) converted to and opened on the standard gauge on the 10th February 1896.
...	...	...	...	...	...	9	IX	(o) Excluding the portions, Ghází Ghát to Dera Ghází Khan, 4 miles, and Chenab west bank to Muzaffargarh, 5 miles, closed to traffic in May 1888.
2,941½	3,310½	3,316½	3,493½	3,422½	3,533	3,585½		(p) Darya Khan to Dera Ismail Khan ferry line dismantled and mileage corrected.
by the Bengal-Nágpur Railway Company on the 1st April 1889.								(q) Including the Jammu and Kashmir railway (British section), but excluding portion of the old Quettaloop, 90½ miles, under reconstruction.
46½	Transferred to "State lines worked by companies."							(r) Including the Amritsar-Pathánkot railway and 6 miles of military line not used for public traffic.
(p)2,368	2,368½	(q) 2,355	(r) 2,427½	2,427½	2,427½	2,535½	XII	(s) Transferred on the 1st January 1886 from "State lines worked by companies."
(state) railway on the 1st January 1886.								(t) Incorporated with the North Western (state) railway on the 1st April 1892.
64¾	64¾	66½	(t)	...	...	...		(u) Amalgamated with the North Western (state) railway on the 1st April 1891.
8½	8½	(u)	...	...	...	...		(v) Including the late Calcutta and South-Eastern (state) railway, the Port Canning branch of the Northern Bengal (state) railway, and the late Eastern Bengal guaranteed railway.
...	...	...	59	59	59	59	XIII	(w) Decrease due to alterations at Gokhando, and minor corrections of mileage.
602½	602½	602½	602½	741	747½	797½	XIV	(x) *Vide* note (j) above.
231	249	248½	248½	248½	248½	240½	XV	(y) *Vide* note (k) above.
the 1st July 1884.								(z) Excluding the Bezwada extension (East Coast state railway).
125	125	125	125	125	125	125	XVI	
6½	6½	6½	6½	6½	6½	8½	XVII	
...	...	...	...	(x)260½	(y) 375	(z) 488½	XVIII	
3,542½	3,514½	3,493½	3,538½	3,876½	4,038½	4,223		

line is the property of the Bengal Central Railway Company.

published in Part of the annual Administration Reports Appendix D.

APPENDIX

Length of railways open for public traffic at the

Serial No.	Railway.	1883-84.	1884-85.	1885-86.	1886-87.	1887-88.	1888-89.
		Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
	Standard gauge—*concld.*						
	Lines worked by guaranteed companies.						
	Eastern Bengal	159½		Acquired	by the State	on the 1st July 1884	and
	Oudh and Rohilkhand	548½	595½	670½	686	(*a*) 692½	Purchased
	Sind, Punjab and Delhi	686½	686½	Acquired	by the State	on the 1st	January
XXIV	Great Indian Peninsula	1,288	1,288	1,288	1,288½	1,288½	1,288½
XXV	Bombay, Baroda and Central India	438½	438½	438½	438½	438½	(*b*) 460½
XXVI	Madras	860½	860½	860½	(*c*) 882½	839½	838
	Total	3,981½	3,869	3,960½	3,241½	3,257½	2,587
	Assisted companies.						
XXVII	Delhi-Umballa-Kalka	...	...	...	...	...	...
XXVIII	Tarkessur	...	23	22½	22½	22½	22½
	Bengal Central	114	125½	125½	Transferred	to "State	lines
	Total	114	147½	147½	22½	22½	22½
	Lines owned by native states and worked by companies.						
XXXI	Khámgaon	8	8	8	7½	7½	7½
XXXII	Amráoti	6	6	6	5½	5½	5½
XXXIII	Bina-Goona	...	...	...	...	...	...
XXXIV	Bhopal-Ujjain	...	...	...	...	...	...
XXXV	Bhopal-Itárasi (Native State section)	...	44	44	44	44	44
XXXVI	The Nizam's Guaranteed State (*d*)	...	121	121	(*e*) 204½	274	329½
XXXVII	The Gaekwar's Petlád	...	...	...	...	...	...
XXXVIII	Kolar Gold-fields	...	...	...	...	...	...
	Rájpura-Patiála	...	16	Transferred	on the	1st January	1886 to "L
	Total	14	195	179	261½	331	386½
	Lines owned by native states and worked by State railway agency.						
XL	Rájpura-Bhátinda (*h*)	...	...	16	16	15	16
XLI	Jammu and Kashmir (Native State section)	...	...	...	...	...	...
	The Nizam's Guaranteed State	121	Transferred	on the	1st January	1885 to "Lines	owned
	Total	121	...	16	16	15	16
	Total standard gauge	7,312½	7,421½	7,564	7,990½	8,489½	9,117½

N.B.—The figures in this statement have been corrected from the progress

G—*continued.*

end of each official year commencing from 1883-84.

1889-90.	1890-91.	1891-92.	1892-93.	1893-94.	1894-95.	1895-96.	Serial No.	REMARKS.
Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.		
transferred	to "State li	nes worked	by the State.'					
by the Sta	te on the 1st	January 1	889. See "	State lines	worked by			(a) Including the Benares branch taken over from the East Indian railway on the 1st October 1887.
the State."								
1886 and system.	absorbed	into the	North Wes	tern (state)	railway			
1,288¼	1,288¼	1,288¼	1,286¾	1,286¾	1,287	1,287	XXIV	
460¾	460¾	460¾	460¾	460¾	460¾	460¾	XXV	(b) Including the Patri branch now treated as part of the Bombay, Baroda and Central India railway.
839¼	839¼	839¼	839¼	839¼	839¼	839¼	XXVI	(c) Excluding the Bellary branch (Guptakal to Bellary) purchased by and handed over to the Southern Mahratta Railway Company on the 1st February 1887.
2,588¼	2,588¼	2,588¼	2,586¾	2,586¾	2,587	2,587		
...	162	162¼	161½	161½	161½	161½	XXVII	
22¼	22¼	22¼	22¼	22¼	22¼	22¼	XXVIII	
worked by	the State."							
22¼	184¼	184½	183¾	183¾	183¾	183¾		
7½	7½	7½	7½	7½	7½	7½	XXXI	
5½	5½	5½	5½	5½	5½	5½	XXXII	
...	...	...	...	...	...	72¼	XXXIII	
...	...	...	...	...	...	113½	XXXIV	
44	44	44	44	44	44	44¼	XXXV	
329¼	(f) 332¼	(g) 329¾	(f) 332¼	332¼	332¼	332¼	XXXVI	(d) Transferred on the 1st January 1885 from "Lines owned by native states and worked by State railway agency."
...	13¼	13¼	13¼	13¼	13¼	12¼	XXXVII	(e) Excluding 3½ miles which were formerly counted twice over.
...	...	...	...	...	10	10	XXXVIII	(f) Including the Trimulgherry troop siding previously omitted.
ines owned	by native	states and	worked by	State railw	ay agency."			(g) Excluding the Trimulgherry troop siding.
386¼	402½	400	402½	402½	412½	598½		
108	107¾	107¾	108	108	108	108	XL	(h) Transferred on the 1st January 1886 from "Lines owned by native states and worked by companies."
16	16	16	16	16	16	16	XLI	
by native	states and	worked by	companies."					
124	123¾	123¾	124	124	124	124		
9,605	10,129½	10,106½	10,348½	10,596¼	10,878½	11,344¾		

statements published in part II of the annual Administration Reports, Appendix D.

APPENDIX

Length of railways open for public traffic at the

Serial No.	Railway.	1883-84.	1884-85.	1885-86.	1886-87.	1887-88.	1888-89.
	METRE GAUGE.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
	State lines worked by companies.						
	BENGAL-NÁGPUR	Late Nágpur-Chhattisgarh (state) railway				149	Converted
XLIII	BENGAL AND NORTH-WESTERN*— Tirhoot section	Transferred on the 1st July 1890 from "State				lines worked	by the
	Company's section	Transferred from "Assisted Companies"				...	...
XLIV	ROHILKUND AND KUMAON (Lucknow-Bareilly section).	Including the Bareilly-Pilibhit and Lucknow-Sitapur Sections					
	BAREILLY-PILIBHIT	...	36	36	36	36	36
	LUCKNOW-SITAPUR-SEHAMAU	...	...	...	25½	106	Trans
XLV	RAJPUTANA-MALWA	...	(c) 1,414	1,414	(d) 1,867½	1,067½	(e) 1,865
XLVI	PÁLANPUR-DEESA	...	...	...	...	...	...
XLVII	SOUTHERN MARRATTA	...	...	(f) 315½	(g) 597½	(h) 853	854½
XLVIII	GUNTAKAL-MYSORE FRONTIER	Transferred from the South Indian railway					...
XLIX	SOUTHERN MARRATTA (Mysore section) (j)	...	...	...	180½	180½	219½
L	SOUTH INDIAN	Purchased by Government from the late guaranteed company on					
		January 1891.					
	CUDDAPAH-NELLORE	...	...	...	...	82½	See Ville
	VILLUPURAM-GUNTAKAL	See Cuddapah Nellore		...	...	...	82½
	BELLARY-KISTNA	Included with the Southern Maratta, but shown separately in					Appendix F.
LI	MÁNÁVARAM-MUTTUPET	...	...	...	...	...	...
LII	ASSAM-BENGAL	...	...	...	...	...	...
	TOTAL	...	1,450	1,765½	2,496½	3,034½	2,857½
	State lines worked by the State.						
	NÁGPUR-CHHATTISGARH	149	149	149	149	Taken over by	the
	TIRHOOT	193	227	225½	245½	259½	273½
	LUCKNOW-SITAPUR-SEHAMAU	Transferred on 1st January 1889 from "State lines					104½
	RAJPUTANA-MALWA	1,250½	worked by Lessee companies."		to the Bombay, Baroda and Central India		Rail
	PUNJAB NORTHERN	71½	71½	Part converted to standard gauge			and trans
	NORTH WESTERN (state)	...	...	(n) 27	(o) 10	10	10
	CAWNPORE-ACHNERA (INCLUDING CAWNPORE FARRUKHABAD AND HATHRAS-MUTTRA-ACHNERA).	...	249	253½	Leased to the Bombay, Baroda and		Amalgamated
	CAWNPORE-FARUKHABAD	86	Amalgamated with the Cawnpore-Achnera				railway.
	HATHRAS-MUTHRA-ACHNERA	52					
	NORTHERN BENGAL, INCLUDING THE KAUNIA-DHAMLA 2' 6" GAUGE BRANCH).	271½	280	283½	283½	Amalgamated with	
LIII	EASTERN BENGAL (state)— Northern and Behar sections (including the Kaunia-Dharla, 2' 6" gauge branch).	Transferred from the Northern Bengal (state) railway.				356	355½
	Dacca section	...	10½	82½	86	86	86
LIV	BURMA (state)	260	260	333	333	333	333
	TOUNGOO-MANDALAY	...	...	...	...	...	222
	MU VALLEY	...	...	...	...	...	...
	TOTAL	2,343½	1,253	1,359½	1,109½	1,044½	1,384½
	Line worked by guaranteed company.						
	SOUTH INDIAN	654½	654½	654½	654½	654½	654½
	TOTAL	654½	654½	654½	654½	654½	654½

* Although, for convenience classed amongst State railways, the Company's section

N.B.—The figures in this statement have been corrected from the progress

G—*continued.*

end of each official year commencing from 1883-84.

1889-90.	1890-91.	1891-92.	1892-93.	1893-94.	1894-95.	1895-96	Serial No.	REMARKS.
Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.		
to the stat	lard gauge	on the 27th	November 1888 and	Tumsar branch abandon-				
	ed.							
State."	329½	341½	341½	341½	341½	341½	XLIII	
...	375¼	414½	414½	420½	(a)414½	414½		(a) Excluding the fair weather extension (6 miles) from Gegra ghát to Balrampur—the point of junction with the Oudh and Rohilkhand (state) railway—which is a temporary line and treated as a wagon ferry.
railways	140½	198½	221½	229½	231½	251½	XLIV	
36	(b)							(b) Included with the Rohilkund and Kumaon railway (Lucknow-Bareilly section) from the 1st January 1891, up to which date the open length of the Lucknow-Dilkúsh section, i.e., the Lucknow-Sitapur-Seramau railway was worked by the Oudh and Rohilkhand railway, i.e., by the late guaranteed company up to 31st December 1889 and then by State agency up to 31st December 1890.
ferred to "State lines		worked by the State."						
1,672½	1,672½	1,674	1,674	1,674	1,674	1,674	XLV	(c) Including mileage transferred from "State lines worked by the State" on the 1st January 1885.
...	...	...	...	17½	17½	17½	XLVI	
977½	1,043½	1,043½	1,043½	1,043½	1,043	1,042	XLVII	
...	...	...	(c) 63	119½	119½	119½	XLVIII	
296½	295½	311½	331½	(c) 296	296	296	XLIX	
de 1st Jan	(d) 900½	1,105½	(m) 1,042½	1,041½	1,041½	1,041½	L	(d) Including the Cawnpore-Achnera railway system from the 1st October 1888.
puram-Guntakal.								
82½	Incorporated with the South Indian railway.							(e) Decrease due to standard gauge line from Agra East Bank (junction with East Indian railway) to Agra Cantonment, having been included in the total open mileage of the metre gauge system in previous years.
...	...	...	...	...	54	54	LI	(f) Including 101¼ miles opened during 1895; balance 214 miles transferred from "Assisted companies."
...	...	...	...	...	...	359	LII	
3,005	4,758½	5,059	5,132½	5,183½	5,332	5,390½		(g) Including the Bellary branch of the Madras railway which was purchased by the Southern Mahratta Railway Company on the 1st February 1887, and converted from standard to metre gauge on the 16th May 1887.
Bengal-Na	gpur Railway	Company	on the 6th	May 1887.				(h) Including the Bellary-Kistna (state) railway (88½ miles), which was taken over by the Southern Mahratta Railway Company on the 1st January 1888.
273½	Transferred	on the 1st	July 1890 to	"State	lines worked by	compa-		(i) Previously included with the South Indian railway.
104½	(b)	nies.						
way Compa	ny from the	1st January	1885.					(j) Transferred from "Lines owned and worked by native states."
ferred to	the North	Western (s	tate) railway	on the	1st January	1886.		(k) Excluding the Yesvantpur-Dodballapur and Mysore-Kanjangud sections now shown against Nos. LXV and LXVI, respectively.
Part conv	erted to stan	dard gauge	and part ab	andoned.				
Central	India	railway Co	mpany from	the 1st	October 1888,	and		(l) Including the Cuddapah-Nellore (Villupuram-Guntakal) railway 82½ miles.
with the R	ajputana-M	alwa railway	system.					
								(m) Excluding the Guntakal-Mysore frontier section now shown against No. XLVIII.
the Eastern	Bengal (st	ate) railway	on the 1st	April	1887.			(n) Transferred from the Punjab Northern (state) railway, less 45 miles (Lala Musa to Malakwal) superseded by the standard gauge line opened on the 16th February 1886.
429½	443½	442½	478½	478½	478½	478½	LIII	
86	86	86	86	86	86	86	LIV	(o) Block to Kotal Darwéza. Excluding 17 miles of the late Punjab Northern (state) railway (Malakwal to Bhera) superseded by the standard gauge line opened on the 15th March 1887, and 10 miles (Miani to Khewra) abandoned.
333	336	558½						
220	220		717½	720	715½	886½		
...	...	59						
1,446½	1,085½	1,146½	1,281½	1,284½	1,310	1,451½		
654½	Purchased	by Govern	ment on the	1st January	1891.			
	Soc	"State lines	worked by	companies."				
654½	...	...	...	...	...	...		

of this line is the property of the Bengal and North-Western Railway Company.

statements published in Part II of the annual Administration Reports, Appendix D.

APPENDIX

Length of railways open for public traffic at

Serial No.	Railway.	1883-84.	1884-85.	1885-86.	1886-87.	1887-88.	1888-89.
	Metre Gauge—*concld.*	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
	Assisted companies.						
	Bengal and North-Western	...	303	303	376¼	376¼	376¼
LVII	Deoghur	5½	5½	4	4½	4½	4½
LVIII	Rohilkund and Kumaon (Company's section)	...	54½	54½	54½	54½	54½
LIX	Bengal Dooars	...	...	...	...	...	...
LX	Dibru-Sadiya	33½	77½	77½	77½	77½	77½
	Southern Mahratta	40½	214	Transferred to "State lines worked by com			
	Total	84½	654½	430	513	513	513
	Lines owned by native states and worked by companies.						
LXIII	The Gaekwar's Menséna	...	...	...	21	20½	27½
LXIV	Kolhápur	...	...	...	...	...	...
LXV	Yesvantpur-Mysore frontier	...	...	...	...	...	...
LXVI	Mysore-Nanjungúd	...	...	...	...	...	...
	Total	...	...	...	21	20½	27½
	Lines owned and worked by native states.						
LXVII	Jodhpore-Bickaneer—						
	Jodhpore section	18½	64	64	123½	123½	123½
	Bickaneer section	...	...	...	...	...	...
LXVIII	Oodeypore-Chitor	...	...	...	...	...	...
LXIX	Bhávnagar-Gondal-Junágarh-Porbandar	139	139	193½	193½	193½	259½
	Mysore	87	140	140	Transferred on the 1st July 1886		
LXX	Jetalsar-Rájkot	...	...	...	...	...	...
	Total	298½	397	397½	317	317	383½
	Foreign lines.						
LXXIV	West of India Portuguese	...	...	...	41	51	51
LXXV	Pondicherry	7½	7½	7½	7½	7½	7½
	Total	7½	7½	7½	48½	58½	58½
	Total metre gauge	3,389	4,416½	4,623½	5,160½	5,642½	5,879

N.B.—The figures in this statement have been corrected from the progress

G—*continued.*

the end of each official year commencing from 1883-84.

1889-90	1890-91	1891-92.	1892-93.	1893-94.	1894-95.	1895-96.	Serial No.	REMARKS.
Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.		
375½	Transferred to "State lines worked by companies." *							
4½	4½	4½	4½	4½	4½	4½	LVII	
54½	54½	54	54	54	54	54	LVIII	
...	...	...	27	32½	36½	36½	LIX	
77½ panies."	77½	77½	77½	77½	77½	77½	LX	
512½	136½	136½	163½	168½	172½	172½		
27½	68	92½	92½	92½	92½	92½	LXIII	
...	...	29	29	29	29	29	LXIV	
...	...	...	...	(a) 51½	51½	51½	LXV	(a) Including the Yeswantpur-Doddballapur section previously included with the Southern Mahratta (Mysore section).
...	...	...	...	(b) 15½	16½	15½	LXVI	(b) Previously included with the Southern Mahratta (Mysore section).
27½	68	121½	121½	188½	188½	188½		
123½	123½	247½	364	364	364	364	LXVII	(c) Including the Bhávnagar dock estates and the Junágarh quarry lines previously omitted.
...	...	43½						
...	...	...	...	...	...	60½	LXVIII	
(c) 333½	333½	333½	333½	333½	334	333½	LXIX	
to "State	lines worked by companies."							
...	...	...	...	46½	46½	46½	LXX	
457	457½	624½	697½	744	744½	804		
51	51	51	51	51	51	51	LXXIV	
7½	7½	7½	7½	7½	7½	7½	LXXV	
58½	58½	58½	58½	58½	58½	58½		
6,329	6,564½	7,176½	7,455½	7,637½	7,706	8,065½		

* Statements published in Part II of the annual Administration Reports, Appendix D.

APPENDIX

Length of railways open for public traffic at

Serial No.	Railway.	1883-84.	1884-85.	1885-86.	1886-87.	1887-88.	1888-89.
		Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
	Special gauges.						
	State lines worked by the state.						
	Nalháti (4′ 0″)	27¼	27¼	27¼	27¼	27¼	27¼
	Cherra-Companyganj (2′ 6″)	...	...	...	7½	7½	7½
LXXVII	Jorhát (2′ 0″)	...	32¼	29¼	26¾	30¾	30¾
	Total	27¼	59½	56½	61½	65½	65½
	Assisted companies.						
LXXVIII	Darjeeling-Himalayan (2′ 0″)	50	51	51	51	51	51
	Thatón-Duyinzaik (2′ 6″)	...	8	8	8	8	8
	Total	50	59	59	59	59	59
	Line owned by native state and worked by company.						
LXXX	The Gaekwar's Darhoi (2′ 6″)	58¾	58¾	58¾	58¾	58¾	58¾
	Line owned by native state and worked by State railway agency.						
LXXXII	Cooch Behar (2′ 6″)	...	...	...	...	...	...
	Line owned and worked by native state.						
LXXXIII	Morvi (2′ 6″)	...	...	24	68	68	68
	Total special gauges	136	177¼	198¼	247¼	251¼	251¼
	Total of all railways	10,837¾	12,015½	12,358½	13,398	14,383¼	15,247¾

N. B.—The figures in this statement have been corrected from the progress

G—*concluded.*

the end of each official year commencing from 1883-84.

1889-90.	1890-91.	1891-92.	1892-93.	1893-94.	1894-95.	1895-96.	Serial No.	Remarks.
Miles.	Miles.	Miles.	Miles.	Miles.	Miles.			
27¼	27½	27½	(*a*)	...	...	...		(*a*) Incorporated with the East Indian railway from the 1st April 1892 and opened on the 15th July of the same year on the standard gauge under the name of the Azimganj branch.
7½	7½	8	(*b*)	...	...	...		
28¼	28½	28½	28½	28	28	28	LXXVII	(*b*) Now treated as a steam tramway.
63½	63½	63½	28½	28	28	28		
51	51	51	51	51	51	51	LXXVIII	
8	8	8	(*b*)	...	...	...		
59	59	59	51	51	51	51		
56½	71½	71½	71½	71½	71½	71½	LXXX	
...	...	...	...	22½	22½	22½	LXXXII	
93½	93½	93½	93½	93½	94½	94½	LXXXIII	
274½	287½	288½	244½	266½	267½	267½		
16,101½	16,081½	17,071½	18,048½	18,500½	18,851½	19,077½		

statements published in Part II of the annual Administration Reports, Appendix D.

APPEN

Statement showing the total approximate earnings from the 1st January to the 31st March 1896 as compared with the actuals of the corresponding periods of 1894 and 1895.

Serial No.	Railway.	1st January to 31st March 1894.	1st January to 31st March 1895.	1st January to 31st March 1896.	Remarks.
		Rs.	Rs.	Rs.	
	Standard gauge.				
	State lines worked by companies.				
I	East Indian	1,45 53,258	1,43,69,135	1,48,47,135	
II	Bengal-Nágpur	23,57,297	24,77,701	21,41,330	
III	Indian Midland	14,10,815	13,16,016	12,61,535	
V	Godhra-Ratlam-Nagda	26,567	2,74,346	3,12,307	
VIII	East Coast (State) (Bezwada extension)	26,389	40,814	52,200	
IX	Bezwada-Madras (Madras-Ennúr section)	...	...	7,877	
	Total	1,83,74,266	1,84,78,012	1,86,22,524	
	State lines worked by the State.				
XII	North Western (State) (a)	82,84,531	89,47,066	81,27,495	(a) Including the Jammu and Kashmir railway (Native state section.)
XIII	Hyderabad-Shadipalli	42,597	44,107	49,525	
XIV	Oudh and Rohilkhand (State)	26,25,371	31,83,611	25,99,114	
XV	Eastern Bengal (State) (b)	31,90,713	35,01,909	32,51,995	(b) Including the metre and special gauge sections.
XVI	Bengal Central	2,09,527	2,22,737	2,12,808	
XVII	Calcutta Port Commissioners'	Returns not received.			
XVIII	East Coast (State)	3,29,665	4,45,947	5,88,479	
	Total	1,46,67,714	1,63,45,377	1,48,29,216	
	Lines worked by guaranteed companies.				
XXIV	Great Indian Peninsula (c)	1,22,51,323	1,02,39,592	1,11,43,739	(c) Including the Wardha Coal, the Dhond-Manmad, the Khándesh and the Amraoti railways.
XXV	Bombay, Baroda and Central India	42,51,998	45,52,223	46,94,011	
XXVI	Madras	25,28,625	28,05,038	26,42,396	
	Total	1,90,31,946	1,75,96,852	1,84,80,146	
	Assisted companies.				
XXVII	Delhi-Umballa-Kalka	3,24,116	3,76,208	3,26,807	
XXVIII	Tarnessur	84,970	86,470	84,179	
	Total	4,09,086	4,62,678	4,10,986	
	Lines owned by native states and worked by companies.				
XXXIII	Bina-Goona	...	...	16,549	
XXXIV	Bhopal-Ujjain	...	...	15,029	
XXXV	Bhopal-Itárasi (Native state section) (d)	1,43,333	1,15,595	1,34,718	(d) Including the Bhopal-Itárasi (British section).
XXXVI	The Nizam's Guaranteed State	7,27,506	8,06,809	8,98,067	
XXXVII	The Gaekwar's Petlád	16,522	17,574	20,023	
XXXVIII	Kolar Gold-fields	...	32,209	35,745	
	Total	8,87,361	10,02,181	11,20,131	
	Line owned by native state and worked by state railway agency.				
XL	Rájpura-Bhátinda	2,14,335	5,06,328	2,81,000	
	Total standard gauge	5,35,84,768	5,44,51,428	5,37,44,003	

DIX H.

Statement showing the total approximate earnings from the 1st January to the 31st March 1896 as compared with the actuals of the corresponding periods of 1894 and 1895—concld.

Serial No.	Railway.	1st January to 31st March 1894.	1st January to 31st March 1895.	1st January to 31st March 1896.	Remarks.
	Metre gauge.	Rs.	Rs.	Rs.	
	State lines worked by companies.				
XLIII	Bengal and North-Western— Tirhoot section; Company's section	14,51,299	16,17,399	16,25,875	
XLIV	Rohilkund and Kumaon (Lucknow-Bareilly section)	2,62,986	2,72,009	2,65,632	
XLV	Rajputana-Malwa	68,57,199	63,84,442	58,63,768	
XLVI	Pálanpur-Deesa	10,140	11,203	10,499	
XLVII	Southern Mahratta	14,51,225	15,60,987	17,18,303	
XLVIII	Guntakal-Mysore frontier	94,456	1,68,302	1,14,601	
XLIX	Southern Mahratta (Mysore section)	3,42,227	3,60,858	3,90,563	
L	South Indian	17,41,069	20,47,000	21,61,146	
LI	Máyavaram-Mutupet	...	47,600	52,710	
LII	Assam-Bengal	...	...	2,00,529	
	Total	1,22,11,501	1,29,15,800	1,24,03,626	
	State line worked by the State.				
LIV	Burma (state)	22,15,904	22,06,682	24,12,312	
	Assisted companies.				
LVII	Deoghur	Returns not	received.		
LVIII	Rohilkund and Kumaon (Company's section)	1,24,501	79,329	82,824	
LIX	Bengal Dooars	28,701	40,342	60,135	
LX	Dibrú-Sadiya	1,38,406	1,57,937	1,59,016	
	Total	2,91,668	2,77,608	2,91,975	
	Lines owned by native states and worked by companies.				
LXIII	The Gaekwar's Mehsána	1,19,579	99,257	90,296	
LXIV	Kolhápur	30,519	29,470	32,488	
LXV	Yesvantpur-Mysore frontier	40,866	46,887	53,764	
LXVI	Mysore-Nanjangúd	8,212	9,084	9,139	
	Total	1,99,176	1,84,698	1,85,687	
	Lines owned and worked by native states.				
LXVII	Jodhpore-Bickaneer— Jodhpore section	3,35,294	2,79,309	3,48,668	
	Bickaneer section	20,539	21,902	27,813	
LXVIII	Oodeypore-Chitor	...	...	35,006	
LXIX	Bhávnagar-Gondal-Junágarh-Porbandar	5,54,315	5,10,961	6,48,193	
LXX	Jetalsar-Rájkot	38,549	45 108	53,858	
	Total	9,48,697	8,57,280	11,13,538	
	Foreign lines.				
LXXIV	West of India Portuguese	Returns not	received.		
LXXV	Pondicherry				
	Total metre gauge	1,58,66,946	1,64,42,068	1,64,07,138	
	Special gauges.				
	State line worked by the State.				
LXXVII	Jorhát (2′ 0″)	14,392	16,265	11,884	
	Assisted company.				
LXXVIII	Darjeeling-Himalayan (2′ 0″)	1,32,042	1,56,452	1,62,610	
	Line owned by native state and worked by company.				
LXXX	The Gaekwar's Dabhoi (2′ 6″)	72,723	52,188	85,013	
	Line owned by native state and worked by state railway agency.				
LXXXII	Cooch Behar (2′ 6″)	6,661	17,360	18,915	
	Line owned and worked by native state.				
LXXXIII	Morvi (2′ 6″)	85,419	84,808	96,032	
	Total special gauges	3,11,237	3,27,073	3,74,504	
	Total of all railways	6,97,02,951	7,12,20,509	7,05,25,645	

APPENDIX

Statement showing the quantities of the principal commodities carried and the earnings therefrom on the

Classification No.	Description of Commodity.	STANDARD							
		State lines worked							
		I.—East Indian.				II.—Bengal-Nágpur.			
		Quantity.		Earnings.		Quantity.		Earnings.	
		Previous year.	1895.	Previous year.	1895.	Previous year.	1895.	Previous year.	1895.
		Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.
I	Coal and coke carried for the public and foreign railways.	2,144,227	2,553,525	79,44,220	94,40,281	519,437	527,648	4,21,297	2,85,097
II	Cotton, raw	35,583	52,844	7,75,360	9,50,359	3,241	4,792	58,356	54,729
III	Cotton, manufactured	81,527	79,848	22,24,977	20,89,446	10,707	11,438	1,23,592	1,44,582
IV	Drugs and chemicals	4,312	4,685	96,470	1,00,706	306	234	5,092	4,142
V	Dyes and tans	21,954	22,863	4,76,607	5,32,758	20,840	16,958	1,67,124	1,42,158
VI	Grain and pulse	869,779	872,804	61,94,725	58,93,624	222,409	250,211	19,38,470	21,87,811
VII	Hides and skins	29,283	38,396	4,30,723	6,43,834	3,367	4,548	30,068	43,868
VIII	Horns	598	938	10,803	17,472	283	352	2,774	3,847
IX	Jute	75,837	89,775	9,07,176	9,39,286	5,016	4,816	64,632	60,041
X	Lac	19,617	24,740	2,75,590	3,54,124	5,327	8,910	31,879	51,112
XI	Leather, manufactured	2,191	2,136	71,044	66,506	173	263	1,580	1,857
XII	Liquors	6,746	7,754	1,48,451	1,78,292	705	904	4,532	5,431
XIII	Metals	67,764	79,388	10,08,010	10,07,016	4,322	8,824	54,738	36,772
XIV	Oils	57,296	65,614	6,68,954	7,85,062	6,729	8,341	90,496	1,24,183
XV	Oil-seeds	361,804	264,119	31,51,459	23,20,157	57,485	33,300	5,45,975	3,07,669
XVI	Opium	7,386	8,979	1,78,023	2,32,270	42	32	1,225	1,143
XVII	Paper and paste-board	5,568	8,023	88,814	1,08,373	339	529	9,262	13,549
XVIII	Provisions	66,955	78,958	9,46,030	10,39,561	7,346	8,129	84,205	1,07,685
XIX	Railway plant and rolling-stock carried for the public and foreign railways.	71,775	57,365	6,44,035	3,68,269	47,175	38,030	1,94,927	1,67,440
XX	Salt	238,801	243,702	12,67,424	12,73,991	41,308	43,211	2,60,624	2,81,524
XXI	Saltpetre, &c.	43,094	40,694	4,28,821	4,11,979	...	...	...	...
XXII	Silk, raw	959	824	13,879	12,364	246	295	4,115	4,907
XXIII	Silk piece-goods	196	150	7,066	4,640	...	...	...	...
XXIV	Spices	20,446	18,698	4,43,631	4,07,693	3,151	2,166	57,127	30,635
XXV	Stone and lime	161,242	183,713	6,24,703	7,32,961	11,011	13,749	38,957	64,037
XXVI	Sugar	195,300	159,790	8,80,886	7,77,781	6,905	6,761	86,052	71,107
XXVII	Tea	1,611	1,808	33,288	31,626	248	280	2,491	2,073
XXVIII	Timber	35,598	43,798	1,54,760	1,85,158	21,138	28,276	88,347	1,17,589
XXIX	Tobacco	20,373	22,333	3,33,465	2,01,236	2,084	1,814	22,125	18,495
XXX	Wool, raw	803	1,001	16,728	20,915	...	...	...	...
XXXI	Wool, manufactured	1,501	1,646	51,560	54,332	...	...	...	...
XXXII	All other articles of merchandise	237,748	301,056	28,39,786	29,87,110	33,036	35,503	1,92,706	1,79,641
	Total	4,947,929	5,331,917	3,33,08,368	3,42,29,182	1,039,376	1,055,254	45,79,768	45,13,175

I.

standard and metre gauge railways during the year 1895 as compared with the previous year.

GAUGE.

BY COMPANIES.								STATE LINES WORKED BY THE STATE.				Classification No.
III.—Indian Midland (a).				V.—Godhra-Ratlam-Nagda.				XII.—North Western (state) (b).				
Quantity.		Earnings.		Quantity.		Earnings.		Quantity.		Earnings.		
Previous year.	1895.	Previous year.	1895.	Previous year.	1895.	Previous year.	1895.	Previous year.	1895.	Previous year.	1895.	
Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	
2,849	2,080	11,227	9,188	...	105	...	317	23,371	21,832	65,228	63,132	I
13,892	24,088	1,40,579	2,63,125	426	11,604	2,283	77,900	31,898	43,049	5,54,776	7,91,815	II
10,743	9,652	1,38,793	1,60,554	1,935	5,257	15,110	52,811	40,691	41,022	9,78,580	9,95,439	III
891	705	15,216	10,525	100	373	611	2,302	8,866	10,659	1,58,367	1,77,783	IV
3,064	3,406	30,160	29,210	232	1,079	1,651	8,320	11,039	13,604	2,10,463	2,36,137	V
183,693	136,720	12,10,903	8,35,503	22,275	65,028	52,925	2,11,582	1,012,899	1,079,977	74,60,240	81,65,628	VI
4,686	4,824	54,467	56,339	135	371	586	1,745	14,943	21,103	1,67,957	2,79,285	VII
5,841	11,599	32,701	65,899	1	72	9	279	240	415	3,065	4,877	VIII
3,518	2,797	28,856	22,727	1,038	3,286	3,691	15,731	28,431	33,799	1,84,456	2,03,618	IX
442	349	3,961	3,660	29	76	89	282	288	386	3,900	5,525	X
436	402	8,004	8,296	24	32	101	175	1,936	2,342	40,010	47,637	XI
1,554	1,689	20,974	22,194	81	377	473	2,257	12,401	13,769	1,80,317	2,12,553	XII
6,342	6,235	65,994	64,055	337	2,824	3,647	14,851	38,925	49,352	6,74,636	7,54,495	XIII
3,740	3,747	33,394	35,337	843	2,252	3,937	12,189	18,308	19,554	3,02,491	2,44,514	XIV
54,775	17,363	3,88,178	1,17,696	7,478	34,707	24,150	1,26,677	180,188	141,255	19,50,467	16,22,512	XV
132	98	1,072	706	190	1,335	2,812	18,507	102	111	781	835	XVI
686	386	8,443	6,630	19	135	138	865	1,719	2,115	28,222	34,978	XVII
14,421	13,608	1,37,753	1,35,643	2,448	4,834	11,339	25,777	75,046	87,704	8,61,195	10,54,949	XVIII
43,629	2,093	2,42,316	15,842	7,090	11,189	25,319	34,613	59,881	89,197	2,07,290	2,97,138	XIX
24,865	26,302	1,60,478	1,72,005	9,222	26,739	36,672	1,18,610	90,756	95,388	5,80,503	6,04,152	XX
213	178	2,393	1,837	53	23	282	121	6,843	6,639	63,836	62,742	XXI
1	4	25	94	...	...	...	...	276	295	4,471	4,734	XXII
10	11	485	513	...	...	5	3	48	72	1,050	1,719	XXIII
4,118	4,703	51,893	53,403	996	1,550	6,940	10,624	8,751	10,619	1,24,403	1,40,922	XXIV
14,692	22,772	28,910	34,319	162	250	375	624	156,575	158,812	2,23,787	2,22,869	XXV
22,085	25,833	2,60,662	2,15,623	1,122	4,257	4,131	21,573	163,468	165,623	15,36,560	16,46,851	XXVI
178	190	4,224	4,249	1	19	11	144	3,800	3,895	77,677	71,067	XXVII
14,925	13,638	30,574	31,076	431	1,377	1,377	3,303	40,657	48,953	1,54,146	1,76,221	XXVIII
2,787	2,096	31,152	20,944	1,153	5,650	7,566	45,919	14,168	11,921	1,05,693	1,40,470	XXIX
85	88	1,382	1,454	2	10	13	129	16,060	14,024	5,81,035	4,83,742	XXX
136	142	2,914	2,799	3	58	34	463	2,284	2,634	47,113	50,723	XXXI
16,309	18,230	1,62,872	1,58,258	18,542	22,336	21,206	48,234	181,498	209,760	17,53,857	20,60,987	XXXII
461,555	356,533	33,61,859	25,55,070	77,567	203,035	2,27,292	8,32,117	2,227,286	2,390,206	1,93,50,821	2,02,32,980	

(a) Including the Bhopal-Itárei, the Bina-Goona and the Bhopal-Ujjain railways.
(b) Including the Jammu and Kashmir railway (Native state section).

APPENDIX

Statement showing the quantities of the principal commodities carried and the earnings therefrom on the

Classification No.	Description of Commodity.	STANDARD							
		State lines worked							
		XIII.—Hyderabad-Shadipalli.				XIV.—Oudh and Rohilkhand (state).			
		Quantity.		Earnings.		Quantity.		Earnings.	
		Previous year.	1895.	Previous year.	1895.	Previous year.	1895.	Previous year.	1895.
		Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.
I	Coal and coke carried for the public and foreign railways.	...	2	...	1	23,957	27,689	76,211	89,314
II	Cotton, raw	6,676	6,785	19,917	18,186	5,176	6,060	58,325	58,210
III	Cotton, manufactured	1,000	869	2,738	2,820	19,579	17,072	1,49,306	1,33,472
IV	*Drugs* and chemicals	180	222	681	730	987	965	9,777	9,340
V	Dyes and tans	153	315	346	553	5,583	4,904	50,893	42,320
VI	Grain and pulse	4,701	4,139	8,146	7,239	484,309	513,110	28,67,047	27,89,140
VII	Hides and skins	423	604	896	1,639	8,235	10,427	47,004	65,333
VIII	Horns	1	...	...	...	467	529	2,404	3,372
IX	Jute	657	743	1,153	1,415	10,151	11,307	56,441	66,077
X	Lac	7	14	17	32	432	351	2,205	1,927
XI	Leather, manufactured	44	97	123	307	505	445	5,278	4,643
XII	Liquors	34	39	136	165	4,819	4,131	39,628	39,375
XIII	Metals	462	831	954	1,414	19,530	17,457	1,22,520	1,03,166
XIV	Oils	118	201	276	474	12,439	12,492	75,365	79,722
XV	Oil-seeds	6,618	12,351	8,988	21,606	44,645	39,637	1,04,830	1,92,547
XVI	Opium	...	...	2	...	850	811	26,149	24,492
XVII	Paper and paste-board	5	9	15	32	1,940	2,258	11,541	10,941
XVIII	Provisions	1,771	1,988	5,490	5,774	9,187	10,336	60,206	60,788
XIX	Railway plant and rolling-stock carried for the public and foreign railways.	26	322	1	636	4,209	7,002	5,940	7,238
XX	Salt	275	289	224	285	79,834	82,239	3,30,057	3,26,063
XXI	Saltpetre, &c.	105	96	149	167	1,354	1,728	5,800	7,016
XXII	Silk, raw	26	30	77	90	2	1	22	2
XXIII	Silk piece-goods	4	3	13	12	9	9	83	62
XXIV	Spices	75	91	135	234	4,572	5,418	42,796	54,447
XXV	Stone and lime	1,318	1,002	1,600	1,218	22,641	40,981	39,299	54,189
XXVI	Sugar	1,191	1,379	2,155	2,584	227,491	151,047	9,23,431	6,30,521
XXVII	Tea	1	4	1	3	410	443	5,214	5,291
XXVIII	Timber	212	237	280	342	20,216	22,121	77,915	78,525
XXIX	Tobacco	47	50	109	146	9,415	6,068	57,210	33,361
XXX	Wool, raw	254	247	934	918	258	217	1,966	1,259
XXXI	Wool, manufactured	15	9	34	36	238	225	2,859	2,456
XXXII	All other articles of merchandise	1,841	2,725	3,811	6,680	120,967	142,076	4,90,127	5,00,966
	Total	28,240	35,838	59,401	75,736	1,144,407	1,139,556	58,37,549	54,75,530

I—*continued.*

standard and metre gauge railways during the year 1895 as compared with the previous year.

GAUGE—*contd.*

BY THE STATE—*contd.*

XV.—Eastern Bengal (state).				XVI.—Bengal Central.				XVII.—Calcutta Port Commissioners'.				Classification No.
Quantity.		Earnings.		Quantity.		Earnings.		Quantity.		Earnings.		
Previous year.	1895.	Previous year.	1895.	Previous year.	1895.	Previous year.	1895.	Previous year.	1895.	Previous year.	1895.	
Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	
355,746	323,564	1,35,608	1,66,216	20,421	22,143	21,041	22,992		14,128		5,335	I
3,065	3,907	11,239	13,170	59	100	173	328		3,496		1,766	II
41,122	43,934	3,86,136	3,93,868	4,790	5,772	12,451	15,860		16,793		18,343	III
481	607	8,411	11,167	33	34	150	164		329		498	IV
3,753	4,741	18,903	25,877	1,085	1,380	1,793	2,258		1,486		1,139	V
204,601	160,917	6,97,393	4,76,170	11,028	22,966	17,122	37,206		79,180		44,831	VI
14,187	11,377	71,365	60,144	484	295	1,176	693		70		92	VII
77	93	318	406	2	...	9	...		4		7	VIII
468,098	539,344	37,94,954	43,07,955	19,975	41,707	65,310	1,37,818		335,853		1,78,070	IX
295	546	2,166	4,143	...	...	...	...		1,059		969	X
408	561	4,312	5,753	59	58	209	221		24		50	XI
1,193	1,479	15,820	20,225	31	43	135	179		219		432	XII
19,207	23,765	1,84,082	2,21,852	1,347	1,407	3,842	4,090	Information not available.	13,211	Information not available.	13,903	XIII
89,815	106,714	2,06,807	2,58,419	4,495	6,349	8,000	11,503		1,620		2,270	XIV
28,818	24,087	93,269	74,711	4,726	5,065	7,257	7,004		20,181		10,782	XV
21	12	441	201	...	...	...	...		3,302		2,883	XVI
2,271	2,861	11,193	12,968	108	200	500	730		2,582		2,833	XVII
18,712	20,306	1,19,723	1,43,088	4,672	4,141	12,220	8,678		3,510		3,023	XVIII
234	44	1,654	22	...	...	...	...		...		...	XIX
58,918	58,674	2,67,976	2,90,606	4,067	4,130	5,696	5,640		977		941	XX
40	65	236	522	...	...	...	...		20		23	XXI
256	255	2,748	2,672	...	...	...	...		30		61	XXII
...	6	...	101	...	...	...	...		9		54	XXIII
27,704	27,498	1,94,840	1,88,112	10,847	16,968	28,214	43,756		15,456		11,079	XXIV
11,178	12,934	21,535	28,469	3,173	2,328	1,297	336		7,926		3,480	XXV
31,915	30,650	1,35,227	1,42,037	9,142	7,070	20,555	15,714		16,758		11,179	XXVI
34,301	35,650	6,98,216	7,31,414	...	7	...	6		25,896		9,207	XXVII
4,056	5,741	21,813	28,867	443	382	1,609	1,270		1,505		1,260	XXVIII
21,142	22,749	1,97,867	2,06,790	1,476	2,245	3,093	5,802		2,257		2,017	XXIX
1,303	1,251	21,322	19,404	...	...	...	...		1,652		1,200	XXX
40	101	298	810	...	...	...	...		2		3	XXXI
95,951	101,055	4,46,308	4,42,632	8,362	8,826	20,525	20,021		15,556		18,520	XXXII
1,539,813	1,565,488	77,72,329	82,33,851	110,825	153,586	2,32,377	3,42,825		585,091		*3,46,250	

APPENDIX

Statement showing the quantities of the principal commodities carried and the earnings therefrom on the

STANDARD

Classification No.	Description of Commodity.	State lines worked by the State—concld.				Lines worked by			
		XVIII.—East Coast (state).				XXIV.—Great Indian Peninsula (c).			
		Quantity.		Earnings.		Quantity.		Earnings.	
		Previous year. (a)	1895. (b)	Previous year. (a)	1895. (b)	Previous year.	1895.	Previous year.	1895.
		Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.
I	Coal and coke carried for the public and foreign railways.	223	15,537	497	33,553	99,713	124,290	2,52,099	3,81,866
II	Cotton, raw	3,342	1,219	6,405	2,495	164,926	191,748	40,55,818	44,06,501
III	Cotton, manufactured	1,319	5,137	5,495	12,709	46,170	43,165	12,28,850	10,80,154
IV	Drugs and chemicals	225	240	1,872	1,975	32,803	29,161	4,58,078	2,75,184
V	Dyes and tans	2,792	4,872	8,464	15,305	39,785	32,413	7,64,565	6,06,800
VI	Grain and pulse	30,209	36,432	63,526	79,922	433,573	412,235	37,89,540	35,18,089
VII	Hides and skins	342	838	1,263	2,896	15,570	16,085	3,65,013	3,87,249
VIII	Horns	79	76	497	378	1,013	1,112	21,284	23,029
IX	Jute	1,389	3,724	4,673	13,818	23,250	26,813	3,21,971	2,92,023
X	Lac	25	25	195	192	710	700	7,325	8,165
XI	Leather, manufactured	26	71	196	415	2,068	2,736	36,984	52,388
XII	Liquors	208	282	1,134	1,253	2,211	2,229	1,44,567	1,49,748
XIII	Metals	7,633	17,016	15,393	28,777	47,932	43,589	7,52,526	6,72,787
XIV	Oils	1,384	3,314	5,469	13,838	48,996	42,206	8,26,624	6,62,796
XV	Oil-seeds	33,845	47,707	60,213	87,486	447,002	280,104	53,02,255	31,35,407
XVI	Opium	14	17	129	283	2,899	1 247	1,27,131	62,116
XVII	Paper and paste-board	81	86	776	797	4,065	4,142	1,02,823	1,00,238
XVIII	Provisions	7,853	10,006	20,395	24,776	79,235	78,159	11,57,729	11,60,902
XIX	Railway plant and rolling-stock carried for the public and foreign railways.	2,223	9	4,157	18	9,512	11,555	1,52,231	1,75,207
XX	Salt	490	620	548	399	134,784	134,341	16,64,049	15,91,641
XXI	Saltpetre, &c.	3	20	11	87	2,465	3,155	34,124	46,439
XXII	Silk, raw	3	...	35	6	34	29	1,393	1,163
XXIII	Silk piece-goods	1	...	21	6	384	401	16,240	16,522
XXIV	Spices	1,016	1,425	3,035	4,829	24,022	20,960	4,25,764	3,67,003
XXV	Stone and lime	3,158	11,781	3,102	10,976	15,189	16,645	1,01,829	1,04,874
XXVI	Sugar	19,926	12,294	17,203	19,891	64,464	60,377	8,15,681	7,65,252
XXVII	Tea	3	4	35	47	423	386	14,372	12,215
XXVIII	Timber	931	2,519	3,729	7,746	114,019	126,231	5,23,140	5,54,260
XXIX	Tobacco	1,336	2,187	4,727	9,584	6,068	5,217	94,573	81,843
XXX	Wool, raw	14	9	90	102	336	275	10,136	7,477
XXXI	Wool, manufactured	51	60	503	603	1,314	1,183	26,289	24,259
XXXII	All other articles of merchandise	4,337	7,291	17,298	25,874	106,147	111,169	12,30,347	12,37,018
	Total	128,687	195,444	2,50,030	4,00,901	2,003,104	1,845,397	2,48,85,278	2,21,05,896

(a) Including the Bezwada-Godávari section of the East Coast (state) railway.
(b) East Coast (state) railway only.
(c) Including the Wardha Coal, the Dhond-Manmád, the Khámgaon, and the Amráoti railways.

I—*continued.*

standard and metre gauge railways during the year 1895 as compared with the previous year.

GAUGE—*contd.*

GUARANTEED COMPANIES.								ASSISTED COMPANIES.				Classification No.
XXV.—Bombay, Baroda and Central India.				XXVI.—Madras (*d*).				XXVII.—Delhi-Umballa-Kalka.				
Quantity.		Earnings.		Quantity.		Earnings.		Quantity.		Earnings.		
Previous year.	1895.	Previous year.	1895.	Previous year.	1895.	Previous year.	1895.	Previous year.	1895.	Previous year.	1895.	
Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	
46,870	73,510	2,63,127	4,32,136	117,358	1,87,263	3,25,784	4,51,551	2,545	3,764	6,398	8,885	I
97,793	130,424	10,64,363	13,48,446	19,561	19,836	2,93,444	2,93,377	730	2,960	5,330	29,118	II
30,124	31,902	6,07,697	6,30,318	18,288	17,765	2,47,622	2,44,095	3,455	3,327	30,330	33,976	III
2,986	3,870	45,255	56,857	3,585	2,988	35,420	30,748	549	732	5,115	6,641	IV.
9,126	10,601	1,57,829	1,76,508	27,269	26,384	2,56,573	2,49,064	1,332	1,340	11,922	11,795	V
223,310	258,010	13,00,864	17,73,833	180,910	1,82,649	11,66,342	12,29,905	20,503	23,447	72,923	77,620	VI
3,151	3,916	43,972	53,291	29,866	31,264	4,05,245	4,15,659	903	1,141	5,835	7,803	VII
184	241	3,274	4,325	144	140	1,433	1,583	11	36	102	162	VIII
8,731	10,468	90,036	1,23,019	6,927	6,715	62,942	64,382	7,312	8,505	34,941	42,259	IX
178	189	1,235	1,961	132	148	1,440	1,669	32	27	172	146	X
901	1,127	14,592	19,536	157	203	4,051	4,887	453	441	4,403	4,524	XI
3,777	3,817	43,036	45,083	9,135	8,968	94,403	96,182	4,903	4,924	20,920	21,222	XII
31,115	39,451	4,04,597	5,29,265	15,189	16,541	1,63,981	1,73,802	3,023	3,599	19,824	23,774	XIII
10,254	9,223	1,25,890	1,12,214	15,933	13,026	1,39,478	1,70,503	1,004	1,699	6,428	10,893	XIV
237,702	167,289	19,07,187	15,25,967	55,089	42,482	3,42,193	2,60,383	4,563	2,797	16,667	9,267	XV
833	1,206	27,508	53,197	...	...	...	...	41	36	435	433	XVI
1,383	1,496	21,549	23,765	424	675	7,116	9,252	294	532	3,270	3,955	XVII
40,199	51,667	3,96,582	4,90,129	63,329	70,406	5,62,929	5,97,183	4,556	6,541	21,552	31,347	XVIII
27,067	23,891	1,76,077	1,97,575	1,750	460	12,472	2,944	322	1,808	1,674	365	XIX
132,646	133,301	4,48,357	4,15,533	52,948	53,806	2,76,238	3,04,292	2,605	3,928	5,841	6,399	XX
991	1,844	8,768	11,184	179	141	1,706	1,174	497	491	1,767	1,660	XXI
420	444	11,701	13,124	79	103	1,478	2,231	40	52	448	498	XXII
63	63	2,149	2,148	70	76	1,545	1,360	3	...	35	3	XXIII
11,563	11,600	1,45,893	1,37,971	19,603	17,741	2,25,176	1,86,215	1,153	869	7,179	5,486	XXIV
27,347	29,340	98,758	98,551	35,422	41,173	64,029	80,511	3,205	12,589	16,943	23,613	XXV
50,271	51,018	6,03,550	6,74,667	24,862	25,025	1,62,090	1,65,627	6,363	11,728	18,454	33,674	XXVI
898	1,034	15,001	16,652	479	464	12,905	11,929	36	51	235	332	XXVII
38,505	46,606	2,76,878	3,27,982	102,981	1,38,817	3,37,238	4,35,244	1,475	1,973	4,616	6,421	XXVIII
17,732	19,710	1,29,441	1,53,596	19,267	12,541	1,19,137	1,14,843	1,473	1,105	10,246	8,051	XXIX
6,630	6,031	1,46,106	1,35,715	303	240	2,933	2,353	141	171	1,298	1,193	XXX
539	405	12,413	9,381	632	539	6,970	6,191	170	310	1,526	2,824	XXXI
256,753	271,807	12,54,698	13,49,963	57,139	67,285	5,78,405	6,42,229	13,782	28,686	1,23,873	1,55,922	XXXII
1,339,382	1,400,831	98,99,498	1,11,81,625	683,115	991,879	58,65,983	61,95,128	98,393	129,150	4,59,868	¶,60,099	

(*d*) Including the Kolar Gold-fields railway.

APPENDIX

Statement showing the quantities of the principal commodities carried and the earnings therefrom on the

STANDARD

Classification No.	Description of Commodity.	Assisted companies—*concld.* XXVIII—Tarkessur.				Lines owned by native XXXVI.—The Nizam's Guaranteed State (*a*).			
		Quantity.		Earnings.		Quantity.		Earnings.	
		Previous year.	1895.	Previous year.	1895.	Previous year.	1895.	Previous year.	1895.
		Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.
I	Coal and coke carried for the public and foreign railways.	2,073	2,313	854	949	207,711	250,303	9,25,350	9,80,151
II	Cotton, raw	2	...	5	...	486	546	6,367	5,721
III	Cotton, manufactured	120	104	227	198	4,661	4,745	68,561	69,286
IV	Drugs and chemicals	2	73	6	141	749	738	7,501	7,039
V	Dyes and tans	11	22	19	20	2,567	2,489	18,304	17,234
VI	Grain and pulse	5,997	3,417	7,666	4,391	48,564	43,690	2,33,436	2,25,363
VII	Hides and skins	17	13	23	20	2,620	2,919	22,749	23,582
VIII	Horns	1	5	9	9	208	204	1,777	2,010
IX	Jute	1,295	1,664	1,963	2,269	1,871	2,373	14,804	17,009
X	Lac	2	2	3	2	17	22	175	267
XI	Leather, manufactured	...	...	...	...	154	163	1,905	1,881
XII	Liquors	...	...	...	...	2,843	2,903	19,119	19,445
XIII	Metals	139	140	199	199	4,067	7,925	45,633	66,591
XIV	Oils	516	621	624	750	3,973	2,904	26,706	26,338
XV	Oil-seeds	1,320	1,457	1,331	1,571	46,877	61,125	2,14,499	2,96,544
XVI	Opium	...	...	...	...	14	19	691	883
XVII	Paper and paste-board	15	18	26	29	442	471	5,085	4,852
XVIII	Provisions	4,859	3,840	5,137	3,433	9,415	9,864	94,707	97,157
XIX	Railway plant and rolling-stock carried for the public and foreign railways.	2,663	157	1,891	159	3,128	144	26,532	1,628
XX	Salt	981	1,006	965	987	28,275	26,128	1,38,935	1,27,867
XXI	Saltpetre, &c.	219	106	202	103	417	629	2,992	4,446
XXII	Silk, raw	...	...	...	...	...	...	1	...
XXIII	Silk piece-goods	...	...	...	...	1	2	27	48
XXIV	Spices	81	74	140	127	4,823	3,905	42,153	32,712
XXV	Stone and lime	909	732	395	323	5,207	5,942	22,846	25,070
XXVI	Sugar	295	261	307	255	3,334	2,505	24,518	17,967
XXVII	Tea	...	...	...	...	74	90	900	934
XXVIII	Timber	230	121	228	124	22,916	20,019	86,873	77,606
XXIX	Tobacco	61	49	120	84	2,221	1,029	33,450	23,598
XXX	Wool, raw	1	1	1	2	73	55	951	684
XXXI	Wool, manufactured	...	...	...	...	169	151	2,014	1,882
XXXII	All other articles of merchandise	4,266	4,266	5,762	5,155	12,933	12,550	89,479	1,05,926
	Total	25,655	19,462	27,767	21,121	420,899	469,167	21,88,939	22,84,908

(*a*) Including the Bezwada extension (East Coast state railway).

I—*continued.*

standard and metre gauge railways during the year 1895, as compared with the previous year.

GAUGE—*concld.*				METRE GAUGE.							
STATES AND WORKED BY COMPANIES.				LINE OWNED BY NATIVE STATE AND WORKED BY STATE RAILWAY AGENCY.				STATE LINES WORKED BY COMPANIES.				Classification No.
XXXVII.—The Gaekwar's Petlád.				XL.—Rájpura-Bhátinda.				XLIII.—Bengal and North Western—Tirhoot section. Company's section.				
Quantity.		Earnings.		Quantity.		Earnings.		Quantity.		Earnings.		
Previous year.	1895.	Previous year.	1895.	Previous year.	1895.	Previous year.	1895.	Previous year.	1895.	Previous year.	1895.	
Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	
3	5	2	4	449	468	323	390	28,044	42,715	56,003	67,854	I
800	639	963	773	183	296	796	1,216	759	534	13,270	7,012	II
599	634	799	874	856	855	3,705	3,850	13,424	18,991	1,55,918	1,40,645	III
99	134	82	123	101	228	859	1,147	2,335	2,117	19,132	18,091	IV
100	100	120	118	462	395	1,738	1,863	4,722	6,348	33,323	51,223	V
1,769	1,600	1,122	1,043	204,840	208,773	6,75,283	6,68,533	272,367	264,552	9,28,429	9,65,983	VI
57	42	26	48	229	289	572	574	7,735	7,160	48,050	49,538	VII
4	2	4	1	...	3	1	9	95	66	832	646	VIII
115	109	112	114	4,977	5,237	21,482	22,099	8,700	8,025	47,015	41,753	IX
2	1	2	1	16	18	49	81	226	227	3,861	3,135	X
17	23	22	29	111	81	751	560	360	337	2,648	2,739	XI
35	49	56	82	475	352	1,903	1,570	341	419	2,841	3,336	XII
256	235	389	360	1,463	1,839	4,401	4,551	9,158	9,323	51,310	50,947	XIII
173	157	177	149	516	1,059	1,980	5,844	9,950	10,972	34,053	39,204	XIV
794	368	520	229	21,893	23,337	52,395	74,901	98,217	74,849	3,34,550	2,92,106	XV
1	...	3	1	38	40	475	445	403	437	5,114	6,697	XVI
9	8	11	11	37	47	163	164	220	240	1,799	2,130	XVII
321	574	328	620	2,811	3,002	6,362	7,677	8,455	11,000	39,699	47,708	XVIII
...	1	...	1	...	...	...	...	...	...	...	...	XIX
937	882	818	869	1,445	1,696	1,993	2,376	69,131	69,917	1,94,450	1,93,631	XX
13	8	12	8	343	326	510	645	12,519	11,681	28,118	27,868	XXI
3	3	4	6	5	7	7	20	3	7	16	52	XXII
...	...	1	...	...	...	...	...	2	...	8	...	XXIII
271	193	255	215	589	812	987	1,339	6,190	6,342	40,509	45,717	XXIV
1,185	2,348	886	1,731	12,244	16,067	6,413	11,213	6,769	7,099	13,405	13,338	XXV
891	683	705	588	20,364	17,166	65,323	49,219	34,143	28,210	1,44,776	1,22,329	XXVI
...	...	...	...	7	9	26	36	34	38	251	297	XXVII
2,014	2,157	1,368	1,719	2,370	4,229	5,024	8,084	5,231	7,745	12,893	22,624	XXVIII
6,937	7,477	6,201	8,060	325	317	571	653	13,403	14,433	1,35,226	88,483	XXIX
7	7	13	14	57	32	166	134	118	44	1,189	372	XXX
...	...	...	...	75	63	315	288	105	81	943	729	XXXI
2,945	3,500	2,970	3,149	7,030	8,817	30,917	26,865	55,938	66,793	1,96,284	1,89,940	XXXII
20,101	22,063	18,255	20,810	283,535	300,811	8,94,878	8,98,401	688,036	671,592	26,60,963	24,95,751	

APPENDIX

Statement showing the quantities of the principal commodities carried and the earnings therefrom on the

METRE

STATE LINES

Classification No.	Description of Commodity.	XLV.—Rajputana-Malwa.				XLVI.—Pálanpur-Deesa.				XLVII.—Southern	
		Quantity.		Earnings.		Quantity.		Earnings.		Quantity.	
		Previous year.	1895.	Previous year.	1895.	Previous year.	1895.	Previous year.	1895	Previous year.	1895.
		Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.
I	Coal and coke carried for the public and foreign railways.	9,272	10,407	45,455	39,818	...	...	...	...	15,524	33,933
II	Cotton, raw	54,794	84,909	8,32,783	12,17,554	3	4	10	11	66,132	74,492
III	Cotton, manufactured	38,194	36,705	9,24,705	8,18,418	426	409	700	688	18,910	19,854
IV	Drugs and chemicals	2,210	2,370	41,551	44,542	26	29	42	54	2,196	2,069
V	Dyes and tans	11,688	12,410	1,87,654	1,73,126	116	135	143	178	19,946	19,840
VI	Grain and pulse	623,865	690,579	53,07,535	47,91,629	2,932	6,393	2,163	4,565	183,545	181,842
VII	Hides and skins	6,602	7,781	70,862	87,382	72	79	85	101	6,256	8,108
VIII	Horns	124	214	1,947	2,984	1	...	1	...	271	247
IX	Jute	22,368	21,370	1,93,827	1,64,546	172	164	191	190	10,409	9,574
X	Lac	800	835	11,994	11,589	4	9	9	13	47	58
XI	Leather, manufactured	1,505	1,361	24,305	27,816	31	26	79	89	405	491
XII	Liquors	3,614	3,778	39,705	40,362	249	226	243	236	9,731	9,688
XIII	Metals	28,413	31,429	3,60,328	4,05,071	235	295	313	333	18,969	21,576
XIV	Oils	8,021	8,532	82,986	71,959	90	75	97	92	17,975	17,918
XV	Oil-seeds	350,531	230,100	25,43,370	13,59,369	6,533	3,917	3,788	2,261	92,559	70,143
XVI	Opium	4,550	3,823	85,295	47,121	...	...	...	...	4	4
XVII	Paper and paste-board	1,275	1,302	23,416	22,978	2	3	4	4	462	584
XVIII	Provisions	45,974	50,978	4,76,942	4,59,072	778	1,044	793	1,074	48,700	57,226
XIX	Railway plant and rolling-stock carried for the public railways.	17,368	26,864	45,361	76,424	...	...	...	...	531	480
XX	Salt	210,789	223,251	21,15,999	20,03,023	349	400	423	501	40,709	45,790
XXI	Saltpetre, &c.	11,279	14,101	65,021	83,543	10	15	9	17	639	484
XXII	Silk, raw	218	231	14,352	15,718	...	...	...	...	204	202
XXIII	Silk piece-goods	52	50	3,264	3,227	...	...	...	...	...	21
XXIV	Spices	13,723	17,349	1,97,903	1,91,509	189	220	261	305	23,403	26,096
XXV	Stone and lime	19,252	22,495	87,224	87,597	127	207	93	211	16,678	21,091
XXVI	Sugar	150,740	130,102	16,17,274	12,54,758	2,767	2,229	3,551	2,263	50,385	43,613
XXVII	Tea	931	1,039	20,023	20,079	5	6	31	11	37	19
XXVIII	Timber	22,484	23,162	1,69,131	1,67,613	205	325	196	329	42,335	50,428
XXIX	Tobacco	13,691	14,499	2,03,151	1,49,016	329	411	396	507	2,367	2,125
XXX	Wool, raw	7,456	6,329	1,44,761	1,32,261	61	86	121	169	216	226
XXXI	Wool, manufactured	926	927	27,903	21,229	5	3	14	8	800	815
XXXII	All other articles of merchandise.	111,387	117,374	9,62,757	9,29,744	1,584	1,749	3,103	3,477	60,961	54,826
	Total	1,768,501	1,701,267	63,19,903	1,47,91,21	17,077	17,723	15,851	15,636	719,690	732,243

I—*continued.*

standard and metre gauge railways during the year 1895 as compared with the previous year.

GAUGE—*contd.*

WORKED BY COMPANIES—*concld.*

Mahratta (a).		L.—South Indian (b).				LI.—Mdyavaram-Mutupet.				LII.—Assam-Bengal.				Classification No.
Earnings.		Quantity.		Earnings.		Quantity.		Earnings.		Quantity.		Earnings.		
Previous year.	1895.	Previous year.	1895.	Previous year.	1895.	Previous year.	1895.	Previous year.	1895.	Previous year.	1895.	Previous year.	1895.	
Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	
90,333	1,78,329	5,907	5,944	7,956	8,051	...	...	...	...		1,869		399	I
4,21,765	4,19,927	21,003	19,501	1,23,228	1,35,403	21	11	23	37		16		65	II
2,39,418	2,62,876	20,072	19,202	2,27,519	2,27,109	574	650	1,855	1,806		76		337	III
21,824	21,880	2,149	2,283	19,707	21,263	120	135	279	341		...		...	IV
1,23,685	1,20,628	11,815	13,702	63,399	96,574	204	387	235	426		...		...	V
6,49,470	6,64,172	241,803	230,357	9,31,090	10,18,369	13,718	18,074	11,334	16,668		1,074		4,173	VI
40,380	72,152	8,130	9,013	84,695	1,01,473	58	110	171	318		10		57	VII
2,887	4,053	101	110	834	1,022	...	3	1	13		...		...	VIII
64,892	59,709	7,310	6,645	36,740	37,443	411	508	670	850		1,475		3,305	IX
312	289	183	194	1,128	1,315	15	23	18	28		...		...	X
3,183	4,076	90	81	868	1,724	...	...	1	2		3		22	XI
70,309	68,849	3,101	3,987	23,702	32,937	43	49	171	178		7		51	XII
1,50,722	2,05,187	12,770	15,833	96,821	1,70,216	676	1,734	1,915	2,798		16		98	XIII
99,013	1,00,453	10,127	10,118	91,739	1,18,725	649	997	1,224	1,940		12		40	XIV
4,28,403	3,31,547	93,118	76,874	2,33,990	2,41,839	993	1,207	715	1,140		...		...	XV
85	155	...	...	...	...	...	...	...	...		...		...	XVI
6,135	8,129	754	773	11,983	12,131	113	93	243	245		11		47	XVII
3,63,743	4,02,258	32,456	29,917	1,71,146	1,67,535	709	1,064	864	1,093		463		2,753	XVIII
2,325	4,053	3,476	614	4,756	1,794	1,425	815	427	237		...		...	XIX
2,39,550	2,93,611	63,970	68,444	2,16,723	2,66,035	2,701	4,596	2,135	4,639		155		441	XX
4,612	3,564	405	586	3,272	3,743	4	1	7	2		...		...	XXI
4,015	4,714	67	90	1,430	2,138	...	...	1	1		...		...	XXII
11	465	7	4	33	63	...	...	1	2		...		...	XXIII
2,56,582	2,91,362	15,777	14,853	1,21,735	1,15,283	1,107	1,737	2,853	3,332		25		121	XXIV
42,000	53,000	83,225	117,121	85,917	1,21,703	1,230	2,243	736	2,171		61		176	XXV
2,32,639	2,55,277	55,013	49,150	2,34,533	2,94,925	772	964	717	1,143		357		1,558	XXVI
639	930	454	429	2,241	2,327	6	1	8	4		1		5	XXVII
1,09,763	1,60,233	63,249	73,114	90,709	1,17,571	1,124	2,214	694	1,294		...		...	XXVIII
73,000	53,701	8,513	6,391	39,942	45,144	27	42	39	50		23		185	XXIX
4,816	3,315	89	94	924	1,092	...	...	...	...		...		...	XXX
9,725	9,721	249	214	2,409	2,260	...	1	1	3		...		...	XXXI
3,63,729	3,68,974	114,067	107,261	5,02,895	6,28,026	4,906	5,596	6,534	10,275		694		3,123	XXXII
41,33,633	46,36,525	803,276	904,775	35,01,294	39,60,923	31,594	44,765	33 800	50,502	...	6,023	...	16,074	

Opened for traffic on the 1st July 1895.

Opened for traffic on the 1st July 1895.

(a) Including the Guntakal-Mysore frontier, the Southern Mahratta (Mysore section), the Kolhapur, the Yesvantpur-Mysore frontier, and the Mysore-Nanjangud railways.

(b) Including the Pondicherry railway.

APPENDIX

Statement showing the quantities of the principal commodities carried and the earnings therefrom on the

Classification No.	Description of Commodity.	METRE							
		State line worked by the State.				Assisted			
		LIV.—Burma (state).				LVII.—Deoghur.			
		Quantity.		Earnings.		Quantity.		Earnings.	
		Previous year.	1895.	Previous year.	1895.	Previous year.	1895.	Previous year.	1895.
		Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.
I	Coal and coke carried for the public and foreign railways.	650	463	361	371				
II	Cotton, raw	210	94	984	743				
III	Cotton, manufactured	3,608	4,405	53,246	68,441				
IV	Drugs and chemicals	184	199	4,578	4,814				
V	Dyes and tans	7,641	5,048	57,362	52,346				
VI	Grain and pulse	326,094	319,216	13,90,015	14,16,509				
VII	Hides and skins	584	810	7,661	8,037				
VIII	Horns	22	32	367	414				
IX	Jute	4,075	4,686	20,135	27,185				
X	Lac	474	802	4,750	8,131				
XI	Leather, manufactured	93	138	2,120	3,624				
XII	Liquors	1,531	1,628	19,436	22,550				
XIII	Metals	2,014	3,046	21,369	25,802				
XIV	Oils	6,170	7,519	59,576	79,937				
XV	Oil-seeds	3,054	5,085	11,930	27,010				
XVI	Opium	7	9	249	287				
XVII	Paper and paste-board	211	202	4,113	4,064				
XVIII	Provisions	33,032	39,390	2,72,348	3,11,419	Information not available.			
XIX	Railway plant and rolling-stock carried for the public and foreign railways.	1,446	479	5,119	1,399				
XX	Salt	12,868	13,631	78,988	83,586				
XXI	Saltpetre, &c.	...	3	2	30				
XXII	Silk, raw	80	142	2,925	4,757				
XXIII	Silk piece-goods	8	21	359	792				
XXIV	Spices	6,886	6,776	85,400	83,628				
XXV	Stone and lime	4,833	6,680	13,000	14,239				
XXVI	Sugar	5,820	7,169	35,067	47,598				
XXVII	Tea	92	75	1,420	1,031				
XXVIII	Timber	49,768	78,811	1,85,698	2,39,815				
XXIX	Tobacco	1,859	1,972	15,662	17,598				
XXX	Wool, raw	3	10	40	72				
XXXI	Wool, manufactured	51	53	1,145	603				
XXXII	All other articles of merchandise	64,261	73,978	2,49,406	2,61,544				
	Total	537,629	582,543	26,04,831	28,23,376				

I—*continued.*

standard and metre gauge railways during the year 1895 as compared with the previous year.

GAUGE—*contd.*

COMPANIES.

LVIII.—Rohilkund and Kumaon (Company's section) (a).				LIX.—Bengal Dooars.				LX.—Dibru-Sadiya.				Classification No.
Quantity.		Earnings.		Quantity.		Earnings.		Quantity.		Earnings.		
Previous year.	1895.	Previous year.	1895.	Previous year.	1895.	Previous year.	1895.	Previous year.	1895.	Previous year.	1895.	
Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	
140	97	257	98	1,213	1,747	4,691	8,241	165,358	165,475	1,92,886	1,96,461	I
181	73	947	409	...	...	...	...	1	1	4	10	II
2,780	2,143	16,026	11,028	150	67	263	451	61	84	1,503	1,641	III
267	415	1,469	2,575	47	16	334	113	294	297	1,599	1,323	IV
786	1,083	3,610	9,267	3	9	21	53	7	18	114	240	V
76,194	48,290	2,12,347	1,17,909	2,160	4,734	10,891	21,803	10,418	12,333	74,591	85,511	VI
1,235	1,291	4,092	4,680	14	57	76	201	1	1	17	15	VII
131	135	580	563	...	...	...	...	...	...	...	...	VIII
1,797	1,134	6,077	4,493	224	213	1,056	608	105	117	940	1,159	IX
91	84	454	402	...	...	...	...	...	...	...	...	X
97	57	502	318	5	...	41	...	1	3	24	68	XI
1,367	1,392	7,964	8,767	97	46	736	345	65	167	924	1,577	XII
2,615	2,994	12,731	10,866	1,521	2,060	10,646	14,847	3,739	4,167	27,894	33,813	XIII
1,824	1,546	6,561	6,056	369	365	2,082	2,606	408	414	2,399	3,034	XIV
9,962	8,089	22,350	21,813	24	17	85	71	...	...	...	...	XV
91	110	708	820	...	...	...	...	2	3	41	71	XVI
135	25	635	170	...	...	...	...	4	6	30	45	XVII
4,060	5,051	33,257	36,270	196	401	1,357	2,738	462	650	4,476	6,691	XVIII
2,002	6,534	8,966	29,491	6	6	29	19	...	...	...	...	XIX
10,471	10,327	25,471	25,079	409	466	1,701	2,190	298	303	2,515	2,448	XX
217	185	567	433	...	...	...	...	...	...	...	...	XXI
...	...	...	...	...	...	...	...	...	...	...	2	XXII
...	...	...	...	...	...	...	...	...	...	...	...	XXIII
730	719	3,792	3,420	30	24	178	186	28	57	411	787	XXIV
51,254	4,072	61,487	7,094	83	213	578	1,451	1,226	1,639	2,229	6,598	XXV
43,992	23,004	1,21,906	65,925	192	327	1,397	2,299	128	185	1,226	1,733	XXVI
244	293	2,377	2,629	9,487	10,732	82,087	96,292	5,114	5,696	44,929	49,962	XXVII
17,465	12,595	53,431	40,576	100	227	755	1,838	3,198	3,756	7,251	13,807	XXVIII
1,200	1,502	5,034	6,653	64	93	236	366	41	65	567	888	XXIX
171	144	1,920	1,044	...	...	...	...	...	...	1	5	XXX
99	39	513	268	...	...	...	...	8	10	128	135	XXXI
44,195	62,478	88,650	1,19,722	2,413	3,326	16,361	21,407	6,353	7,397	30,730	34,663	XXXII
276,293	196,091	7,63,866	5,41,882	18,747	25,446	1,41,921	1,77,873	194,820	202,771	3,98,159	4,47,742	

(a) Including the Lucknow-Bareilly section.

APPENDIX

Statement showing the quantities of the principal commodities carried and the earnings therefrom on the

Classification No.	Description of Commodity	METRE									
		Line owned by native state and worked by company.				Lines owned and worked					
						LXVII.—Jodhpore					
		LXIII.—The Gaekwar's Mehsána.				Jodhpore section.				Bickaneer	
		Quantity.		Earnings.		Quantity.		Earnings.		Quantity.	
		Previous year.	1895.	Previous year.	1895.	Previous year.	1895.	Previous year.	1895.	Previous year.	1895.
		Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.
I	Coal and coke carried for the public and foreign railways.	24	8	43	15	91	241	587	654	88	146
II	Cotton, raw	1,037	791	3,578	2,758	83	93	1,106	754	16	8
III	Cotton, manufactured	1,542	1,475	3,717	3,458	2,645	2,442	23,679	20,952	300	266
IV	Drugs and chemicals	60	80	149	158	144	107	1,196	1,073	22	15
V	Dyes and tans	340	390	536	689	656	588	5,954	5,374	68	66
VI	Grain and pulse	38,350	19,540	55,909	30,218	8,443	12,884	37,794	58,715	2,218	2,546
VII	Hides and skins	171	292	279	496	705	723	5,936	6,335	73	83
VIII	Horns	1	2	1	4	...	...	4	6	...	1
IX	Jute	956	903	1,573	1,412	867	762	7,769	6,460	116	93
X	Lac	...	6	...	20	37	40	386	342	10	3
XI	Leather, manufactured	41	27	99	70	231	250	2,699	2,265	24	18
XII	Liquors	14	8	28	16	11	22	171	291	2	5
XIII	Metals	1,106	1,046	1,502	1,627	1,693	3,820	13,268	15,375	245	336
XIV	Oils	851	1,087	2,222	2,671	251	272	1,821	2,124	39	60
XV	Oil-seeds	45,307	43,129	41,646	35,946	2,011	2,714	9,800	14,453	5	15
XVI	Opium	10	9	94	45	50	40	641	639	5	11
XVII	Paper and paste-board	18	24	31	32	63	110	545	866	14	20
XVIII	Provisions	2,155	2,832	3,535	5,197	2,892	2,972	22,986	23,701	769	875
XIX	Railway plant and rolling-stock carried for the public and foreign railways.	20	1	23		20	...	23	...	...	...
XX	Salt	42,273	21,867	63,827	34,812	40,065	15,453	2,54,418	85,246	153	91
XXI	Saltpetre, &c.	431	489	487	605	322	604	2,000	2,612	135	132
XXII	Silk, raw	5	2	12	5	...	...	...	7	...	...
XXIII	Silk piece-goods	...	1	...	3	...	...	1	3	...	...
XXIV	Spices	455	485	972	992	1,087	1,079	10,412	10,095	259	259
XXV	Stone and lime	1,685	2,057	3,202	3,893	5,664	9,314	12,493	18,221	2,015	4,222
XXVI	Sugar	9,615	5,839	14,756	8,117	13,255	12,016	1,03,206	88,434	2,138	2,100
XXVII	Tea	8	9	18	31	1	...	13	10	...	...
XXVIII	Timber	3,007	3,959	4,874	5,448	997	1,[illegible]	6,976	7,301	329	298
XXIX	Tobacco	327	381	796	821	794	9[illegible]0	5,338	6,919	41	39
XXX	Wool, raw	67	77	218	180	3,245	2,921	24,261	23,667	127	185
XXXI	Wool, manufactured	8	3	21	8	151	276	2,067	2,557	48	58
XXXII	All other articles of merchandise.	6,396	9,285	8,964	13,885	7,174	6,260	40,064	39,094	1,414	908
	Total	158,189	116,104	2,19,206	1,58,635	93,654	78,085	5,97,514	4,44,455	10,673	12,864

I—*concluded.*

standard and metre gauge railways during the year 1895 as compared with the previous year.

GAUGE—*concld.*

BY NATIVE STATES.								FOREIGN LINE.				
BIKANER.	LXVIII.—Oodeypore-Chitor.				LXIX.—Bhávnagar-Gondal-Jumágarh-Porbandar (a).			LXXIV.—West of India Portuguese.				Classification No.
section.	Earnings.		Quantity.	Earnings.	Quantity.		Earnings.		Quantity.		Earnings.	
Previous year.	1895.	Previous year.	1895.	1895.	Previous year.	1895.	Previous year.	1895.	Previous year.	1895.	Previous year.	1895.	
Rs.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	
198	319		...	...	3,462	3,359	11,283	11,943	...	1	1	4	I
123	65		193	629	32,574	37,740	2,28,928	2,56,493	14,575	15,641	55,336	60,338	II
1,683	1,483		311	1,446	2,038	2,846	21,343	22,748	2,542	2,296	19,712	19,207	III
122	92		19	99	100	100	1,185	1,345	64	70	315	391	IV
330	331		66	288	996	841	5,054	5,224	70	99	289	389	V
5,431	6,564		724	1,221	47,295	32,654	1,35,431	1,11,812	7,444	13,346	21,964	56,925	VI
346	364		56	158	512	462	3,644	3,464	34	34	114	113	VII
1	3		1	1	15	17	93	91	...	...	...	...	VIII
504	361		34	101	1,519	1,567	7,653	7,884	36	27	107	119	IX
44	16		3	10	14	30	104	217	...	...	...	...	X
141	95		6	30	47	60	534	580	...	...	...	...	XI
9	35		3	21	119	149	1,112	1,482	136	144	636	573	XII
1,017	1,481		107	362	4,317	4,777	28,183	32,423	1,458	5,854	5,442	20,124	XII
171	251		76	196	4,795	4,125	22,874	18,924	6,777	6,725	19,506	19,571	XIV
21	44	Opened for traffic on the 1st August 1895.	121	146	12,727	21,894	46,134	84,826	27,214	17,578	83,235	56,456	XV
36	77		20	99	15	13	300	294	...	...	...	...	XVI
57	69		13	30	104	134	907	1,192	...	...	...	...	XVI
3,346	3,423		315	912	9,036	12,401	49,749	68,453	56	22	227	98	XVIII
...	...		12	8	791	4,983	2,192	12,058	...	...	...	...	XIX
327	194		498	1,066	5,936	6,126	10,118	10,989	22,922	20,491	54,513	61,596	XX
434	415		23	69	52	95	345	628	...	...	...	...	XXI
...	...		...	...	1	2	23	28	...	...	3	...	XXII
...	...		...	...	1	1	13	19	...	...	...	...	XXIII
1,187	1,263		65	171	1,744	1,894	11,452	11,291	1,121	590	4,274	2,456	XXIV
4,154	7,792		51	100	34,890	36,887	26,587	30,575	...	19	...	29	XXV
8,089	6,071		308	1,052	8,287	7,906	37,019	36,703	935	940	3,454	3,513	XXVI
1	1		...	2	7	7	67	61	3	8	18	35	XXVII
1,071	961		27	72	22,378	28,822	1,17,026	1,50,843	810	1,194	2,175	2,872	XXVIII
247	223		156	531	1,031	995	6,093	6,064	366	324	1,224	1,188	XXIX
811	1,084		26	104	600	450	3,269	3,532	1	22	5	113	XXX
236	322		1	7	11	14	82	107	21	23	72	78	XXXI
3,842	3,568		262	1,209	9,005	9,827	57,077	60,883	10,749	16,457	62,822	55,762	XXXII
34,038	37,371	...	3,589	10,275	206,238	220,521	8,07,014	9,51,731	106,388	112,934	3,31,505	3,20,930	

(a) Including the Jetalsar-Rájkot railway.

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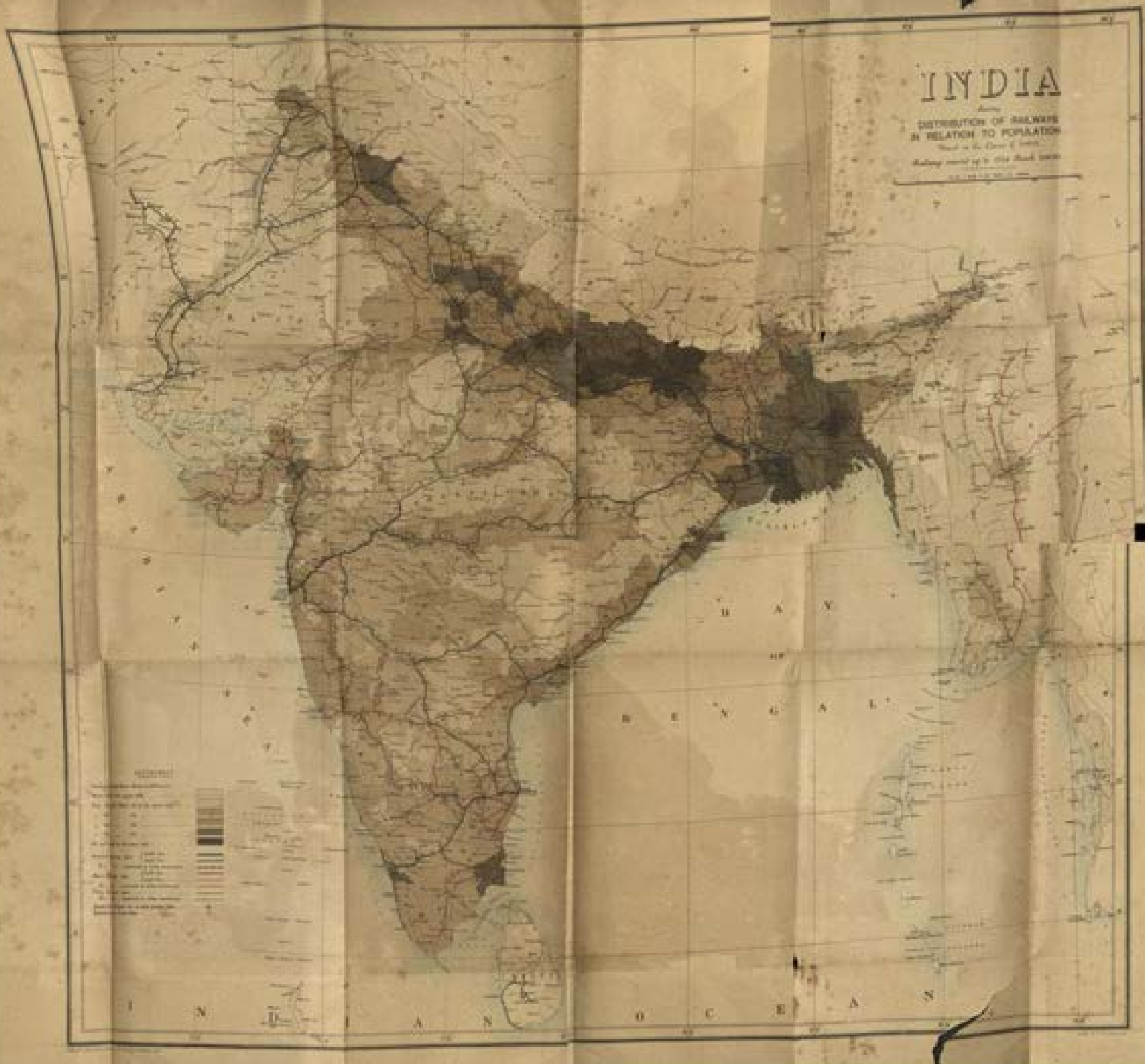
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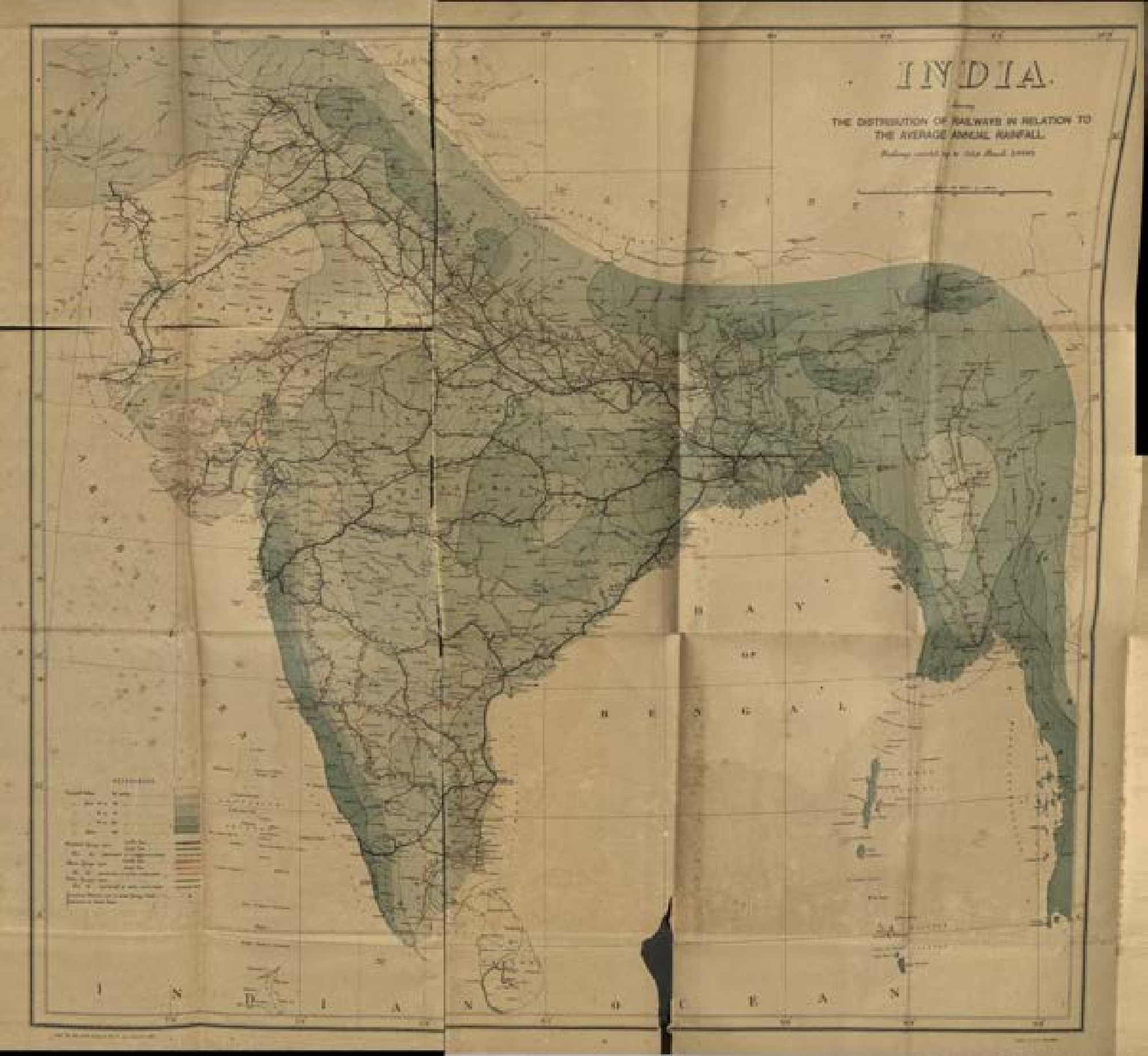
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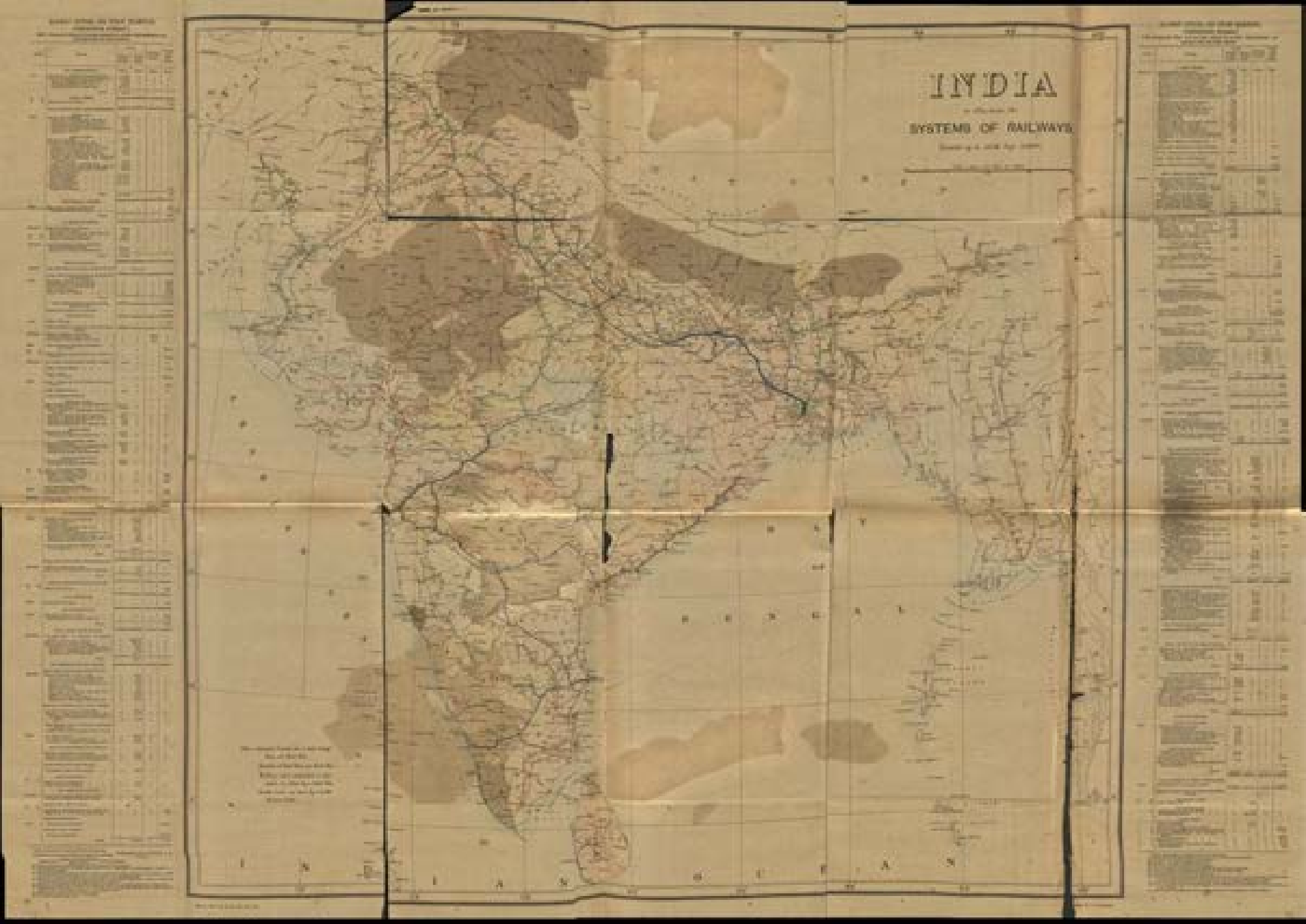
INDIA
SYSTEMS OF RAILWAYS

ADMINISTRATION REPORT

ON

THE RAILWAYS IN INDIA

FOR

1895-96.

BY

COLONEL T. GRACEY, R.E.,
DIRECTOR GENERAL OF RAILWAYS.

PART II.

CALCUTTA:
OFFICE OF THE SUPERINTENDENT OF GOVERNMENT PRINTING, INDIA.
1896.

CALCUTTA:
GOVERNMENT OF INDIA CENTRAL PRINTING OFFICE,
8, HASTINGS STREET.

The following lengths of railway have been sanctioned for construction from the 1st April to the 30th November 1896:

Date of sanction.	Railway.	From	To	Miles.	Remarks.
11th June 1896	Tapti Valley	Surat	Amalner	160	
21st July 1896	Bengal-Nágpur	Raipur	Dhamtari	(a) 45	
8th August 1896	Segowlie-Ruksaul	Segowlie	Ruksaul	18	
12th August 1896	Mymensingh-Jamalpur	Mymensingh	Jamalpur	(a) 33	
12th August 1896	Birur-Shimoga	Birur	Shimoga	38½	
3rd September 1896	Great Indian Peninsula	Amalner	Jalgaon	37	
23rd September 1896.	Sultanpur-Bogra-Kaliganj.	Sultanpur *viâ* Bogra.	Kaliganj	(a) 60	
24th September 1896.	North Western (state), Wazirabad-Lyallpur branch.	Toba Tek Singh.	Khanewal	(a) 57	
17th November 1896.	Hurdwar-Dehra	Hurdwar	Dehra	(a) 30	
			Total	478½	

The following lengths of railway have been opened to public traffic from the 1st April to the 30th November 1896:

Date of opening. (b)	Railway.	From	To	Miles.	Remarks.
11th May 1896	Godhra Ratlam-Nagda	Ratlam	Nagda	25½	For goods traffic, and for passenger traffic on the 1st June 1896.
15th July 1896	Nagda-Ujjain	Nagda	Ujjain	34½	
19th July 1896	East Coast (state)	Khurda Road	Bhubaneswar	11½	For goods traffic, and for passenger traffic on the 1st September 1896.
			Total	71½	

(a) Commencement of work not yet authorized.
(b) Where not otherwise stated, the dates given refer to opening for both passenger and goods traffic.

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ADMINISTRATION REPORT

ON

THE RAILWAYS IN INDIA

FOR

1895-96

PART II.

CHAPTER I.

STORES.

General.

Working of the stores department during 1895-96.

The arrangements in force during the previous year for landing and forwarding English stores and making local purchases for state railways at the principal Indian ports, were continued during the year 1895-96, except that the port stores reserve depôt at Calcutta was closed under the orders of the Government of India.

East Indian Railway (standard gauge).

2. The cost of working the stores department, exclusive of watch and ward establishment, during the year ended the 31st December 1895, was ₹1,53,465, as compared with ₹1,49,595 in 1894; of this amount, however, ₹12,288 represented the cost, exclusive of supervising charges, of landing and despatching imported stores at Howrah for the Company's use and for the Bengal and North-Western and Assam-Bengal railways as compared with ₹8,981 on this account in 1894. The sanctioned amount for 1896, exclusive of ₹11,000 for cost of landing stores, is ₹1,66,756.

The gross tonnage of stores and materials landed from boats at the Howrah general stores depôt during 1895 was 52,049 tons, distributed as under—

	Tons.
East Indian railway	37,377
Bengal and North-Western railway	14,144
Assam-Bengal railway	528
TOTAL .	52,049

as compared with 19,756 tons dealt with in 1894.

There was no alteration in the control of stores and stores depôts.

The purchases of stores in India during 1895 aggregated ₹24,49,854, of which ₹4,11,306 were on account of English, and ₹20,38,548 for country stores. The purchases in 1894 aggregated ₹30,66,072.

The following amounts were realized by sale of surplus and condemned stores and cinders during 1895, namely,—

	New.	Old.	Total.
	₹	₹	₹
Surplus and condemned stores . .	31,798	1,65,811	1,97,609
Cinders	...	42,567	42,567

as compared with R3,22,358 for surplus and condemned stores and R35,189 for cinders realized in 1894.

Indian Midland Railway (standard gauge).

3. The results of the general stock-taking were adjusted by charging off the net deficiency of R36,432 to "Permanent-way." A continuous verification is now being carried on, in the course of which all obsolete, unserviceable and damaged stores are set aside for inspection by the stores committee, and subsequently disposed of as ordered by the Agent.

North Western (state) Railway (standard gauge).

4. The cost of working the stores department in 1895 was R89,258 against R89,598 in 1894. No new depôts or offices were opened nor any changes made in the system of working during 1895, except that in the Lahore depôt, a modification of the code system of accounting for receipts and issues was introduced during the year. Stores, amounting to R17,24,264, were sold during 1895.

Oudh and Rohilkhand (state) Railway (standard gauge).

5. In accordance with the system of continuous verification of stores, the verification of the stock at the main stores depôt at Lucknow was commenced during March 1896.

During 1895, surplus stores, valued at R1,91,008, and permanent-way material, valued at R1,19,094 were taken over from the Bareilly-Rámpur-Moradabad railway on the completion of that line, and outlying depôts were then closed. All the machinery and plant taken over have since been overhauled, repaired and repriced, and almost three-fourths of the quantity have already been sold or transferred to other railways.

During the official year 1895-96, surplus and obsolete stores to the extent noted below were disposed of:

	R
Unserviceable rails	1,03,742
Unserviceable and obsolete stores	55,331
Surplus stores transferred to other railways and sold	1,40,698
Permanent-way material transferred to other railways	1,01,760
TOTAL	4,01,531

Cast-iron pot sleepers are manufactured in large quantities in the central workshops and issued and distributed through the stores department. For this purpose pig-iron, valued at R91,570, and cast iron scrap, valued at R75,901, were used during the year.

Eastern Bengal (state) Railway system (standard and metre gauges).

6. The stock verification at the depôts of the Eastern, Northern, and Dacca sections was carried on during the year under review. The total value of surplus stores at the end of March 1896 amounted to R23,724.

Great Indian Peninsula Railway (standard gauge).

7. During the official year under report the purchases of stores in India amounted to R33,21,672. English material to the value of R27,61,877 was

received in India and debited to general stores account. The total issues, including sales during the same period, amounted to ₹64,07,140.

In addition to the stores purchased from outsiders, manufactured articles, valued at ₹5,64,222, were supplied from the Company's workshops upon orders from the Store-keeper, raw materials to the amount of ₹4,25,000 having been worked up at a cost of ₹1,04,099 for labour and ₹35,123 for fuel and contingent expenses. The following items may be mentioned as forming part of the raw materials operated on, *viz.*, 1,618 tons of teak logs purchased at an average cost of ₹94-11-10 per ton for conversion in the log mill, and 137 tons of scrap iron wrought up in the steam-hammer factory.

The total receipts, therefore, from all sources were ₹61,87,648 and the total issues, including sales during the same period, amounted to ₹64,07,140.

At a meeting of the Company's officers, held on 16th May 1895, it was decided to divide the stores balances under the following heads:

A—Working stores.
B—Surplus working stock.
C—Plant.
D—Obsolete.

According to this classification, the surplus working stock on 31st December 1895 amounted to ₹1,64,098 and obsolete stock to ₹5,19,799 and sales to the extent of ₹4,17,000 have since been sanctioned.

Burma (state) Railway (metre gauge).

8. The stores of the Mu Valley railway were taken over on the amalgamation of that line with the Burma (state) railway on the 1st April 1895 after survey by a committee consisting of the Engineer-in-chief, Examiner of Accounts, and Store-keeper; and endeavours are now being made to dispose of the surplus stock and reduce the number of depôts.

The Store-keeper of this railway has now full control of the construction stores of the Mu Valley railway.

Stores balances.

9. The statement on pages 8 to 15 contains an abstract of the stores transactions of the several standard and metre gauge railways for the calendar year 1895.

At the close of the year, the capital locked up in stores on the standard and metre gauge railways amounted to ₹5,67,66,064 showing a net decrease of ₹17,88,959. There was also a sum of ₹70,06,489 under adjustment on 31st December 1895, making a total of ₹6,37,72,553 at the debit of stores on that date. The amount under adjustment on 31st December 1895, *viz.*, ₹70,06,489, shows a large increase in comparison with that at the close of 1894, *viz.*, ₹34,78,465. This increase was principally due to the heavy receipt towards the close of the year of materials required for the construction of the Kotri-Rohri, Southern Punjab and Rutlam-Ujjain railways, the cost of which had not all been adjusted before the 31st December 1895. A review of the stores balances of the principal railways is contained in the following paragraphs:

State lines worked by companies (standard and metre gauges).

Of the standard gauge state lines worked by companies, the balances of

the East Indian, the Indian Midland and the Dhond-Manmád railways show increase during the year 1895 to the following extent :

	Increase in the stores balance.	Increase in the amount under adjustment.	Total increase.
	₹	₹	₹
East Indian railway	9,29,989	1,73,021	11,01,010
Indian Midland railway . . .	1,65,732	—67,911	97,821
Dhond-Manmád railway . . .	59,907	291	60,198

The increase on the East Indian railway is explained to be due to the following items :

	₹
i. Material for relaying part of the Howrah district with rails of heavier section	6,00,947
ii. Second-hand iron rails reserved for branch lines and other capital works	7,97,132
iii. Additional rolling-stock chargeable to capital . . .	9,04,548
iv. Old rails and wrought iron scrap in excess of current needs specially reserved for the Jamálpur rolling mills . .	4,62,659
TOTAL	27,65,286

The increase of ₹6,80,233 in the stores balances of the East Indian railway in 1894 followed by an increase of over 11 lakhs of rupees in 1895 has been brought to the notice of the authorities of the line.

The value of surplus stores on the East Indian railway, other than scrap and condemned materials, in hand on 31st December 1895 was increased to ₹28,118 as against ₹23,748 on 31st December 1894. The total value of scrap and condemned stores at the close of 1895 was ₹8,40,855 against ₹6,37,924 at the close of the previous year. The increase was in the stock of old iron rails and wrought iron scrap specially reserved for the rolling mills.

The increase on the Indian Midland railway occurred mainly under the heads "Permanent-way" and "Metals".

The balances of the Dhond-Manmád railway represent the cost of fencing materials almost all of which were received from England in 1895. It is probable that the whole stock will be issued in 1896 for fencing works now in progress.

The stores balances of the Bengal-Nágpur railway and of the Godhra-Rutlam-Nagda railway were reduced during the year by ₹2,20,410 and ₹4,72,007 respectively.

Of the metre gauge state lines worked by companies increase of stock during 1895 occurred on the following :

	Increase in the stores balance.	Increase in the amount under adjustment.	Total increase.
	₹	₹	₹
Rajputana-Malwa railway . .	1,72,242	2,85,634	4,57,876
South Indian railway . . .	1,13,922	1,27197	2,41,119
Assam-Bengal railway . . .	13,90,215	48,005	14,38,220

The increase in the stores balances of the Rajputana-Malwa railway was due mainly to the stock of fuel having been augmented considerably during the year; the balance under this head at the close of the year stood at R8,43,924 against R4,12,203 on 31st December 1894. The large accumulation of stores on the Rajputana-Malwa railway has attracted the attention of the authorities of the line. The Agent explains that the accumulation was primarily due to several railways, each having its own stock of stores, having been amalgamated to form the Rajputana-Malwa railway, and that it is not an easy matter to now dispose of the large balances. He has, however, issued instructions to all heads of departments to give the matter their close attention and to adopt vigorous measures with a view to ensure early reduction. The balances have been thoroughly investigated by the Chief Auditor and Accountant with a view to dispose of the surplus stores and to regulate the indents for new stores.

On the South Indian railway the stock was increased mainly under the heads "Permanent-way" and "Timber," the increase under the former being R3,97,232 and under the latter R50,922. The total balances under the head "Permanent-way" on 31st December 1895 amounted to over 9 lakhs of rupees, and the necessity for keeping such a large balance under this head is being enquired into. The question of reducing the balances of the line generally has also been referred to the authorities of the line.

The balances of the Assam-Bengal railway do not call for any remarks as they consist of stores which have been obtained for the construction of the line and will be issued as required.

The balances of the Southern Mahratta railway were increased during the year by R5,736 only, but, including the amount under adjustment, the balances show a reduction of R20,373. The excessive balances, noticed in the report for 1894, under the heads "Rolling-stock" and "Metals," still continue, and the attention of the authorities of the line have again been invited thereto.

The net result of the working of the stores departments, during the year 1895, of the state lines worked by companies was an increase of R6,70,288 in the balances of the standard gauge and of R20,61,937 in those of the metre gauge railways, the former mainly on account of the increase on the East Indian railway and the latter on the Rajputana-Malwa and Assam-Bengal railways, as stated above.

State lines worked by the State (standard and metre gauges).

Of the state lines worked by the State, the stores balances of the following were increased during the year 1895:

	Increase in the stores balance.	Increase in the amount under adjustment.	Total increase.
	R	*R*	*R*
Oudh and Rohilkhand (state) railway (including Bareilly-Rámpur-Moradabad railway)	3,49,052	1,57,818	5,06,870
East Coast (state) railway . .	1,63,267	2,65,151	1,01,884
Mári-Attock railway . . .	5,06,396	3,943	5,10,339
Mu Valley railway	2,16,698	—17,119	1,99,579

The increase on the Oudh and Rohilkhand (state) railway was due—

(i) To plant, machinery, a large number of trough sleepers and other materials, returned to stock from works on the completion of the Bareilly-Rámpur-Moradabad railway, having been included in the balance on 31st December

1895. The majority of these items have since been disposed of by sale to the Rae Bareli-Benares and other railways;

(ii) To a quantity of permanent-way and rolling-stock materials, received from England during the latter part of the year, not having been issued before the close of the year; and

(iii) To the purchase of a quantity of steam coal over and above the actual requirements of the year, owing to the contract rate for the year being favourable.

The attention of the Manager of the line has, however, been drawn to the increase in the stores balances of the line and instructions have been issued with a view to endeavours being made to reduce the balances to not more than 20 lakhs of rupees on the 1st April 1897 and to indents for permanent-way, engines and rolling-stock being, as a rule, sent forward in sufficient time to admit of their being charged off the stores books within the year in which they are received, the balances of small stores only, the requirements for which cannot be accurately foreseen, being kept in hand. The Manager has also been instructed to use every effort to keep down the accumulation of stores and to gradually reduce the value of the surplus stores to a sum which will insure their use or speedy sale.

As the construction works on the East Coast (state), Mári-Attock and Mu Valley railways were not completed on 31st December 1895, the stores balances of these lines on that date do not call for any remarks.

The balances of the North Western (state) railway were considerably reduced during the year under review, the net reduction under new stores amounting to R9,99,255 and that under second-hand stores to R3,39,716, and the question of still further reducing the balances is under consideration.

The balances of the Eastern Bengal (state) railway system and the Burma (state) railway were also reduced during the year by R1,23,598 and R8,31,113, respectively. The large decrease on the Burma (state) railway was due to the issue of materials for the construction of rolling-stock for the Mu Valley railway. These materials were temporarily brought on to the books of the Burma (state) railway in 1894.

The net result of the working of the stores department of the state lines worked by the State was an increase of R15,16,641 in the balances of the standard gauge and a decrease of R6,02,401 in those of the metre gauge railways, including the amounts under adjustment. The increase in the balances of the standard gauge lines was mainly due to the transactions of the several state railways under construction by the State agency having been for the first time included in Statement No. 1.

Lines worked by guaranteed companies (standard gauge).

The stores transactions of all the guaranteed railways during the year 1895 resulted in a reduction of the balances, including amounts under adjustment, to the following extent:

	R
Great Indian Peninsula railway	4,77,966
Bombay, Baroda and Central India railway	1,63,687
Madras railway	17,343

But excluding the amounts under adjustment, the balances of the Bombay, Baroda and Central India railway show an increase of R6,717 only during the year.

The question of reducing the limit of capital to be locked up in stores on the Great Indian Peninsula railway is under consideration. The surplus stores on the line on 31st December 1895 amounted to R6,83,897, and the Agent explains that attention is now very closely given to English indents, proved current

requirements only being admitted, that the surplus stock is being worked off and that every opportunity is being taken to dispose of the obsolete stock.

The accumulation of stores on the Bombay, Baroda and Central India railway is being thoroughly investigated and measures similar to those adopted on the Rajputana-Malwa railway are being taken on this line to reduce the balances.

No appreciable reduction in the balances of the Madras railway has been made during the past few years and the importance of the question has again been impressed on the authorities of the line. Attention has also been invited to the large balance of surplus stores which on 31st December 1895 amounted to R3,69,000.

Lines owned by assisted companies (standard and metre gauges).

The stores transactions during 1895 of the railways belonging to assisted companies do not call for any remarks except that the balances of the Bengal Dooars railway were increased during the year by R18,142.

Lines owned by native states (standard and metre gauges).

Of the lines owned by native states the stores transactions of the following resulted in an increase of stock during the year 1895:

	To the extent of R
His Highness the Nizam's Guaranteed State railway	77,339
Jodhpore-Bickaneer railway	7,588
Bhávnagar-Gondal-Junágarh-Porbandar railway	1,02,408

The return of stores transactions for the Oodeypore-Chitor railway for 1895 has not been received.

STATEMENT

Stores transactions on the standard

Serial No.	Railways.	Total balance on the 1st January 1895.	Receipts during the year.	Issues during the year.	Balance in A Bridgework.	Balance in B Engineer's plant.	Balance in C Workshop machinery.
	STANDARD GAUGE.	₹	₹	₹	₹	₹	₹
	State lines worked by companies.						
I	East Indian	54,79,765	1,34,64,236	1,25,36,247	...	...	...
II	Bengal-Nágpur	25,57,389	9,73,852	11,90,586	57,976	53,620	18,311
III	Indian Midland	12,21,402	14,39,364	12,73,632	25,832	8,385	15,211
IV	Bhopal-Itársi (British section)	There are no separate stores transactions for this line.			...	...	...
V	Godhra-Rutlam-Nagda	4,06,214	2,27,355	5,93,899	...	...	...
VI	Wardha Coal	There are no separate stores transactions for this line.			...	...	...
VII	Dhond-Manmád	879	59,907	...	...	...	...
VIII	East Coast state) (Bezwada extension)	There are no stores on this line.			...	...	...
IX	Bezwada-Madras (Madras-Ennúr section)	78	2,66,174	2,64,468	...	2	...
	(Under construction.)						
X	East Indian railway extensions (Moghal Sarai-Gya)	Included in the stores transactions of the East Indian railway.					...
XI	Bengal-Nágpur extensions	...	1,29,211	27,704	...	95,643	...
	TOTAL	96,65,727	1,65,60,099	1,58,86,536	...	...	...
	State lines worked by the State.						
XII	North Western (state)	1,04,58,904	1,32,73,987	1,50,10,460	6,00,628	1,17,347	34,406
XIII	Hyderabad-Shadipalli	12,106	11,112	16,945	...	...	...
XIV	Oudh and Rohilkhand (state)	24,42,927	52,72,625	49,23,573	8,372	1,13,216	18,157
XV	Eastern Bengal (state)	20,91,910	36,56,624	38,20,087	90,380	31,471	13,375
XVI	Bengal Central †	87,304	43,722	46,797	2,843	14,937	785
XVII	Calcutta Port Commissioners'	Statement of stores transactions not received.				...	...
XVIII	East Coast (state)	16,54,922	41,03,508	42,66,775	40,005	1,72,681	43,939
	(Under construction.)						
XIX	Rae Bareli-Benares	...	11,322	8,022	...	...	...
XX	Bezwada-Madras (Ennúr-Bezwada section)	...	20,789	18,923	...	...	...
XXI	Kotri-Rohri (Chord line)	...	37,50,834	27,97,949	43,113	9,875	129
XXII	Mushkaf-Bolán	2,36,391	14,59,833	16,15,241	14,429	41,702	985
XXIII	Mári-Attock	1,80,765	9,29,772	4,23,376	3,20,885	65,013	3,304
	Gradient Improvement Works, North Western (state) railway	—74	...	—74	...	...	...
	Wazirabad-Lyallpur	...	14,68,634	13,80,910	4,236	4,132	122
	TOTAL	1,71,65,155	3,40,02,812	3,43,28,084	...	...	...
	Carried over	2,68,30,882	5,05,62,911	5,02,14,620	...	...	...

No. 1.

and metre gauge railways during 1895.

HAND ON THE 31ST OF DECEMBER 1895.				TOTAL BALANCE ON THE 31ST DECEMBER 1895.	AMOUNT UNDER ADJUSTMENT ON THE 31ST DECEMBER 1895.	GRAND TOTAL AT DEBIT OF STORES.	Serial No.	REMARKS.
D	E	F	G					
Permanent-way.	Rolling-stock.	Station materials and fencing.	Tools and stores.					
R	*R*	*R*	*R*	*R*	*R*	*R*		
...	...	...	...	64,07,754	13,93,594	78,01,348	I	
8,50,281	5,92,820	1,62,710	6,04,937	23,40,655	2,71,492	26,12,147	II	
5,51,883	2,72,181	1,33,271	3,80,371	13,87,134	1,74,287	15,61,421	III	
...	...	...	...	...	...	...	IV	
36,056	...	3,595	19	39,670	11,159	50,829	V	The figures against the Godhra-Rutlam-Nagda railway represent the stores transactions of the Godhra-Rutlam section only. The transactions of the Rutlam-Nagda section is included in the figures shown against Nagda-Ujjain railway.
...	...	...	...	...	...	...	VI	
...	...	60,786	...	60,786	291	61,077	VII	
...	...	...	...	...	...	...	VIII	
1,782	...	...	...	1,784	...	1,784	IX	
...	...	...	...	...	...	...	X	
...	...	...	5,864	1,01,507	463	1,01,970	XI	
...	...	...	...	1,03,39,290	18,51,286	1,21,90,576		
28,41,323	19,05,178	2,64,451	29,59,098	87,22,431	11,09,319	98,31,750	XII	
5,979	...	226	68	6,273	...	6,273	XIII	
11,07,542	5,85,867	50,603	9,08,222	27,91,079	−6,226	27,85,753	XIV	*Includes the Lucknow-Rae Bareli and Bareilly-Rámpur-Moradabad extensions.
4,89,284	5,79,956	58,284	6,65,697	19,28,447	−45,428	18,83,019	XV	
33,625	70	20,386	11,583	84,229	104	84,333	XVI	† Although for convenience classed amongst state railways, this line is the property of the Bengal Central Railway Company.
...	...	...	...	...	...	...	XVII	
4,42,620	3,91,160	84,515	3,16,735	14,91,655	2,82,838	17,74,493	XVIII	
...	...	...	3,300	3,300	1,022	4,322	XIX	
...	...	...	1,866	1,866	...	1,866	XX	
8,48,829	−60	333	51,616	9,53,835	11,27,039	20,80,874	XXI	
12,982	41	2,997	7,847	80,983	68,602	1,49,585	XXII	
80,416	524	34,774	1,81,245	6,87,161	3,043	6,91,104	XXIII	
...	...	...	...	...	...	...		
64,585	...	5,410	9,239	87,724	...	87,724		
...	...	...	...	1,68,39,883	25,41,213	1,93,81,096		
...	...	...	...	2,71,79,173	43,92,499	3,15,71,672		

STATEMENT

Stores transactions on the standard

Serial No.	Railways.	Total balance on the 1st January 1895.	Receipts during the year.	Issues during the year.	Balance in A Bridgenock.	Balance in B Engineer's plant.	Balance in C Workshop machinery.
		R	R	R	R	R	R
	Brought forward	2,68,30,882	5,05,62,911	5,02,14,620	...	...	...
	STANDARD GAUGE—*concld.*						
	Lines worked by guaranteed companies.						
XXIV	Great Indian Peninsula	54,59,400	71,75,015	76,64,794	...	...	...
XXV	Bombay, Baroda and Central India	26,92,447*	56,70,763	56,64,046	7,44,819	19,474	36,933
XXVI	Madras	27,83,293	24,91,584	25,06,870	1,57,649	3,022	20,179
	TOTAL	1,09,35,140	1,53,37,362	1,58,35,710	...	...	...
	Assisted companies.						
XXVII	Delhi-Umballa-Kalka	45,113	...	38,119	...	...	...
XXVIII	Tarkessur	There are no stores on this railway.			...	...	...
	(Under construction.)						
XXIX	South Behar (Luckeeserai-Gya)	Included in the stores transactions of the East Indian railway.					...
XXX	Southern Punjab (Delhi-Samasata)	...	...	...	...	...	...
	TOTAL	45,113	...	38,119	...	...	...
	Lines owned by native states and worked by companies.						
XXXI	Khámgaon	482	...	...	...	...	...
XXXII	Amráoti	7,905	...	1,342	...	...	...
XXXIII	Bina-Goona	3,76,427	40,696	4,11,459	9	...	...
XXXIV	Bhopal-Ujjain	28,83,190	10,54,225	37,37,230	244	5,249	101
XXXV	Bhopal-Itársi (Native state section)	There is no separate stores account for this line.				...	...
XXXVI	The Nizam's Guaranteed State	4,98,447	10,02,727	9,25,388	—768	16,406	4,850
XXXVII	The Gaekwar's Petlád	Exempted from submitting the statement of stores transactions.					...
XXXVIII	Kolar Gold-fields						
	(Under construction.)						
XXXIX	Nagda-Ujjain	...	7,78,970	5,65,139	8,788	...	...
	TOTAL	37,66,451	28,76,618	56,40,558	...	...	...
	Lines owned by native states and worked by state railway agency.						
XL	Rájpura-Bhátinda	31,451	311	12,249	...	206	390
XLI	Jammu and Kashmir (native state section)†	There are no stores on this section.			...	...	...
	TOTAL	31,451	311	12,249	...	...	...
	Lines owned and worked by native states.						
	(Under construction.)						
XLII	Bina-Goona (Goona-Bara extension)	There were no stores on this extension on 31st December 1895.					...
	TOTAL STANDARD GAUGE carried over	4,16,09,037	6,87,77,202	7,17,41,256	...	...	...

No. 1—*contd.*

and metre gauge railways during 1895.

HAND ON THE 31ST OF DECEMBER 1895.				TOTAL BALANCE ON THE 31ST DECEMBER 1895.	AMOUNT UNDER ADJUSTMENT ON THE 31ST DECEMBER 1895.	GRAND TOTAL AT DEBIT OF STORES.	Serial No.	REMARKS.
D	E	F	G					
Permanent-way.	Rolling-stock.	Station materials and fencing.	Tools and stores.					
R	*R*	*R*	*R*	*R*	*R*	*R*		
...	...	...	...	2,71,79,173	43,92,499	3,15,71,672		
...	...	...	...	49,69,621	1,05,074	50,74,695	XXIV	
1,36,145	6,40,341	71,430	10,50,021	26,99,164	19,576	27,18,740	XXV	
5,17,451	1,97,006	68,113	18,04,587	27,68,007	42,082	28,10,089	XXVI	*The difference between this amount and the closing balance of 1894 is due to the distribution over classes of the unclassified difference between the stores ledgers and general books at the close of 1894.
...	...	...	...	1,04,36,792	1,66,732	1,06,03,524		
...	5,000	1,994	...	6,994	...	6,994	XXVII	
...	...	...	...	...	...	...	XXVIII	
...	...	...	...	...	...	...	XXIX	
...	...	...	...	6,994	6,36,328	6,43,322	XXX	
482	...	...	...	482	...	482	XXXI	
6,563	...	...	...	6,563	...	6,563	XXXII	
2,486	...	139	3,030	5,664	...	5,664	XXXIII	
1,03,596	...	82,985	8,010	2,00,185	—698	1,99,487	XXXIV	
...	...	...	...	...	...	...	XXXV	
32,372	2,82,527	23,563	2,16,836	5,75,786	...	5,75,786	XXXVI	
...	...	...	...	...	...	...	XXXVII XXXVIII	
1,30,245	29,800	13,239	29,759	2,13,831	11,82,868	13,96,699	XXXIX	‡Includes the stores transactions of the Rutlam-Nagda section also.
...	...	...	...	10,02,511	11,82,170	21,84,681		
122	...	18,615	180	19,513	29	19,542	XL	
...	...	...	...	...	...	...	XLI	†The British section of this railway forms an integral part of the North Western (state) railway.
...	...	...	...	19,513	29	19,542		
...	...	...	...	...	...	...	XLII	
...	...	...	...	3,86,44,983	63,77,758	4,50,22,741		

STATEMENT

Stores transactions on the standard

Serial No.	Railways.	Total balance on the 1st January 1895.	Receipts during the year.	Issues during the year.	Balance in A Bridgework.	Balance in B Engineer's plant.	Balance in C Workshop machinery.
	Brought forward (standard gauge)	£ 4,16,09,037	£ 6,87,77,202	£ 7,17,41,256	£ ...	£ ...	£ ...
	METRE GAUGE.						
	State lines worked by companies.						
XLIII	Bengal and North-Western†—						
	Tirboot section	*7,23,663	17,46,730	17,76,517	16,819	11,762	6,877
	Company's section						
XLIV	Rohilkund and Kumaon (Lucknow-Bareilly section)	1,77,202	2,12,631	2,18,834	364	1,292	3,483
XLV	Rajputana-Malwa	44,75,406	62,57,637	60,85,395	49,166	49,425	50,728
XLVI	Pálanpur-Deesa	Included in the stores transactions of the Rajputana-Malwa railway.					...
XLVII	Southern Mahratta	19,12,758	20,21,619	20,15,883	5,464	25,725	13,673
XLVIII	Guntakal-Mysore frontier	1,850	...	1,850	...	...	...
XLIX	Southern Mahratta (Mysore section)	Included in the stores transactions of the Southern Mahratta railway.					...
L	South Indian	26,37,312	31,03,380	29,89,458	49,378	48,365	10,746
LI	Máyavaram-Mutupet	5,172	...	5,122	...	...	...
LII	Assam-Bengal	41,49,785	65,31,809	51,41,594	9,33,983	2,28,632	1,14,779
	TOTAL	1,40,82,498	1,98,73,806	1,82,34,653	...	...	...
	State lines worked by the State.						
LIII	Eastern Bengal (state)—						
	Northern and Behar sections (including the Kaunia-Dhariha, 2' 6" gauge branch)	Included in the stores transactions of the standard gauge section.					...
	Dacca section						
LIV	Burma (state)	20,74,560	14,18,419	22,63,957	35,434	31,088	20,825
	(*Under construction.*)						
LV	Cawnpore-Barhwal (Ramnagar) (metre gauge link)	...	8,44,404	8,15,320	...	...	...
LVI	Mandalay-Kunlon	There were no stores on this line on 31st December 1895.			...	...	...
	Mu Valley	4,35,245	9,61,540	7,44,842	1,62,451	44,569	22,934
	TOTAL	25,09,805	32,24,363	38,24,119	...	...	...
	Carried over (metre gauge)	1,65,92,303	2,30,98,169	2,20,58,772	...	...	...

No. I—*contd.*

and metre gauge railways during 1895.

STAND ON THE 31ST OF DECEMBER 1895.				TOTAL BALANCE ON THE 31ST DECEMBER 1895.	AMOUNT UNDER AD-JUSTMENT ON THE 31ST DECEMBER 1895.	GRAND TOTAL AT DEBIT OF STORES.	Serial No.	REMARKS.
D	E	F	G					
Permanent-way.	Rolling-stock.	Station materials and fencing.	Tools and stores.					
R	*R*	*R*	*R*	*R*	*R*	*R*		
...	...	...	...	3,86,44,983	63,77,758	4,50,22,741		
1,76,946	1,87,873	29,857	2,63,142	6,93,276	1,727	6,95,003	XLIII	* The difference of Rs60 between the closing balance of 1894 and the opening balance of 1895 is due to an error in bringing forward the balance from the ledger of 1894 to that of 1895.
17,896	38,594	9,388	59,082	1,70,999	...	1,70,999	XLIV	† Although for convenience classed amongst state railways, the Company's section of this line is the property of the Bengal and North-Western Railway Company.
9,06,313	13,63,533	2,82,595	19,45,888	46,47,648	3,51,629	49,99,277	XLV	
...	...	...	...	...	...	...	XLVI	
2,54,312	6,60,633	95,227	8,63,410	19,18,494	3,276	19,21,770‡	XLVII	‡ This amount does not include the balances of the Bangalore-Hindupur section as no detailed returns for that section has been received.
...	...	...	...	...	...	...	XLVIII	
...	...	...	...	...	...	...	XLIX	
9,16,290	4,23,527	1,24,495	11,78,433	27,51,234	1,11,060	28,62,294	L	
...	...	...	...	...	...	...	LI	
19,51,615	12,26,667	5,72,197	5,09,127	5540,000	1,58,853	56,98,853	LII	
...	...	...	...	1,57,21,651	6,26,545	1,63,48,196		
...	...	...	...	...	...	...	LIII	
3,75,570	1,92,544	59,215	5,14,346	12,29,022	...	12,29,022	LIV	
19,533	...	9,549	...	29,084	49	29,133	LV	
...	...	...	...	...	...	...	LVI	
51,166	62,478	1,41,801	1,66,544	6,51,943	2,137	6,54,080		
...	...	...	...	19,10,049	2,186	19,12,235		
...	...	...	...	1,76,31,700	6,28,731	1,82,60,431		

STATEMENT

Stores transactions on the standard

Serial No.	Railways.	Total balance on the 1st January 1895.	Receipts during the year.	Issues during the year.	Balance in A Bridgework.	Balance in B Engineer's plant.	Balance in C Workshop machinery.
		R	R	R	R	R	R
	Brought forward (standard gauge)	4,16,09,037	6,87,77,202	7,17,41,256	...	...	...
	Brought forward (metre gauge)	1,65,92,303	2,30,98,169	2,20,58,772	...	...	...
	METRE GAUGE—*concld.*						
	Assisted companies.						
LVII	Deoghur	1,346	5,187	4,627	...	...	...
LVIII	Rohilkund and Kumaon (Company's section)	There are no separate stores transactions for this section.			...		...
LIX	Bengal Dooars	18,692	38,492	20,350	647	5,246	113
LX	Dibru-Sadiya	Exempted from submitting the statement of stores transactions.					...
	(*Under construction.*)						
LXI	Ahmedabad-Parantij	There were no stores transactions for this line during 1895.					...
LXII	Nilgiri	Exempted from submitting the statement of stores transactions.					...
	TOTAL	20,038	43,679	24,977	...	...	...
	Lines owned by native states and worked by companies.						
LXIII	The Gaekwar's Mehsána	Exempted from submitting the statement of stores transactions.					...
LXIV	Kolhápur						
LXV	Vesvanipur-Mysore frontier	Included in the stores transactions of the Southern Mahratta railway.					
LXVI	Mysore-Nanjangúd						
	TOTAL	...	...	...	...	...	...
	Lines owned and worked by native states.						
LXVII	Jodhpore-Bickaneer—						
	Jodhpore section	1,16,696	2,22,496	2,07,908	105	600	...
	Bickanéer section						
LXVIII	Oodeypore-Chitor	Return of stores transactions not recieved.				...	...
LXIX	Bhávnagar-Gondal-Junágarh-Porbandar	2,16,949	8,50,808	7,48,400	1,338	5,665	2,179
LXX	Jetalsar-Rájkot	No separate stores accounts are maintained for this line.				...	...
	(*Under construction.*)						
LXXI	Jodhpore-Bickaneer railway extension (Bickaneer-Khari)	There were no stores on this line on 31st December 1895.				...	...
LXXII	Shadipalli-Balotra (Balotra-Jodhpore frontier section)						
LXXIII	Rájkot-Jámnagar	No separate stores accounts are maintained for this line.			...	...	...
	TOTAL	3,33,645	10,73,304	9,56,308	...	...	...
	TOTAL METRE GAUGE	1,69,45,986	2,42,15,152	2,30,40,057	...	...	...
	GRAND TOTAL	5,85,55,023*	9,29,92,354	9,47,81,313	...	...	...

No. 1—*concld.*

and metre gauge railways during 1895.

HAND ON THE 31ST OF DECEMBER 1895.				TOTAL BALANCE ON THE 31ST DECEMBER 1895.	AMOUNT UNDER ADJUSTMENT ON THE 31ST DECEMBER 1895.	GRAND TOTAL AT DEBIT OF STORES.	Serial No.	REMARKS.
D	E	F	G					
Permanent-way.	Rolling-stock.	Station materials and fencing.	Tools and stores.					
R	*R*	*R*	*R*	*R*	*R*	*R*		
...	...	...	...	3,86,44,983	63,77,758	4,50,22,741		
...	...	...	...	1,76,31,700	6,28,731	1,82,60,431		
188	176	...	1,542	1,906	...	1,906	LVII	
...	...	...	...	...	...	...	LVIII	
11,568	4,738	840	13,682	36,834	...	36,834	LIX	
...	...	...	...	...	...	...	LX	
...	...	...	...	...	...	...	LXI	
...	...	...	...	...	...	...	LXII	
...	...	...	...	38,740	...	38,740		
...	...	...	...	...	...	...	LXIII LXIV	
...	...	...	...	...	...	...	LXV LXVI	
...	...	...	...	...	...	...		
76,600	8,355	...	45,624	1,31,284	...	1,31,284	LXVII	
...	...	...	...	...	...	...	LXVIII	
1,02,955	84,094	5,944	1,13,182	3,19,357	...	3,19,357	LXIX	
...	...	...	...	...	...	...	LXX	
...	...	...	...	...	...	...	LXXI LXXII	
...	...	...	...	...	...	...	LXXIII	
...	...	...	...	4,50,641	...	4,50,641		
...	...	...	...	1,81,21,081	6,28,731	1,87,49,812		* For the difference between the closing balance of 1894 and the opening balance of 1895, see remarks against the Bombay, Baroda and Central India, Bengal and North-Western and Godeypore-Chitor railways.
...	...	...	...	5,67,66,064	70,06,489	6,37,72,553		

Miscellaneous

East Indian Railway (standard gauge).

10. The following statement shows the quantity of oil manufactured at the oil-mills at Manauri during the year 1895, as compared with the quantity manufactured in 1894.

Description.	1894.		1895.	
	Total quantity manufactured.	Average cost per cwt.	Total quantity manufactured.	Average cost per cwt.
	Cwt	R a. p.	Cwt.	R a. p.
Castor oil	32,518	12 9 2·1	33,976	12 3 5·4
Linseed oil, raw	1,001	19 12 1·6	1,300	22 2 7·2
Linseed oil, boiled . . .	347	19 12 4·8	536	21 5 10·2

North Western (state) Railway (standard gauge).

11. The following statement shows the total quantity of vegetable oils manufactured in the railway oil-mills at Lahore during the last two years:

Description.	1894-95.		1895-96.	
	Total quantity manufactured.	Average rate per cwt.	Total quantity manufactured.	Average rate per cwt.
	Cwt.	R a. p.	Cwt.	R a. p.
Castor oil	22,449	13 1 11	21,445	11 14 11
Linseed oil, raw	775	17 7 2	...	...
Linseed oil, boiled	269	19 6 11	153	20 8 10

The manufacturing rate of castor oil during 1895-96 was less by R1-3-0 per cwt. than in the previous year. The difference was due to the reduced contract rate for seed during 1895-96, and to a slightly higher percentage of oil obtained. Raw linseed oil was not manufactured in 1895-96. The rate of boiled linseed oil was higher by R1-1-11 due to the fact that the raw oil used for its manufacture was issued at the booked rate.

Oudh and Rohilkhand (state) Railway (standard gauge).

12. Canadian lubricating oil continues to be used for axle boxes and an amount, valued at R14,385, was consumed during the year.

Eastern Bengal (state) Railway system (standard and metre gauges).

13. The following statement shows the quantities of oil used during 1895 as compared with 1894, and the average cost:

Description.	1894.		1895.	
	Quantity used.	Average cost per gallon.	Quantity used.	Average cost per gallon.
	Gallons.	R a. p.	Gallons.	R a. p.
Castor oil { From jails . .	10,670	1 3 7·26	6,695	1 0 8·26
Castor oil { From local market .	67,592	1 3 10·77	53,345	1 2 2·93
Kerosine oil	48,735	0 9 5·30	53,744	0 8 11·86
Mineral (or Canadian) oil .	53,374	0 11 9·59	*76,144	0 9 6·41

* Of this quantity, 10 gallons were received for trial purposes, value not charged.

Bombay, Baroda and Central India Railway (standard gauge).

14. The following statement shows the total quantity of oils manufactured in the railway Company's oil mills at Sábarmati during the last two years:

Description.	1894.		1895.	
	Total quantity manufactured.	Average cost per cwt.	Total quantity manufactured.	Average cost per cwt.
	Cwt.	R a. p.	Cwt.	R a. p.
Castor oil	14,315	13 6 9	20,212	12 11 8
Linseed oil	1,560	26 10 8	1,105	22 13 6
Mixed lubricating oil (castor and petroleum in equal parts)	4,680	9 14 3	5,211	9 12 11

The decrease in the rate of castor oil was due chiefly to a lower price paid for seed in 1895, *viz.*, R4-11-7 per cwt, against R5-3-7 in 1894.

The decrease in the rate of linseed oil was due to a lower price paid for linseed in 1895, *viz.*, R7-5-2 per cwt. against R7-12-6 in 1894, and also to a better price realized by the sale of cake during the period under review.

The following statement shows the consumption of oils during the official year 1895-96:

Description.	Consumption in 1895-96.	Rate.
		R a. p.
Castor oil — burning	Tons 56	Per cwt. 14 14 0
Castor oil — pure	,, 107	,, 11 6 10
Castor oil — pure, coloured	,, 78	,, 12 13 6
Mixed oil	,, 75	,, 9 3 8
Cocoanut oil	,, 115	,, 17 8 0
Linseed oil — raw	Gallons 1,055	Per gall. 3 4 8
Linseed oil — pale, boiled	,, 329	,, 2 13 1
Linseed oil — boiled double	,, 8,492	,, 2 9 9
Linseed oil — boiled single	,, 310	,, 1 6 8
Kerosine oil	,, 37,002	,, 0 8 10

Bengal and North-Western Railway, including the Tirhoot section (metre gauge).

15. The following table shows the rates for castor and Canadian oils for the last two years:

		1894-95.	1895-96.
		R a. p.	R a. p.
Castor oil	per cwt.	13 8 0	13 8 0
Canadian oil	,,	9 8 0	7 10 0

Canadian oil continues to be used for lubricating locomotives, carriages and wagons. Castor oil is chiefly used for lighting purposes.

Rajputana-Malwa Railway (metre gauge).

16. The following quantities of castor, linseed, and mixed oils were received from the Sábarmati mills during the last two years:

Description.	1894-95. Quantity.	1894-95. Average price.	1895-96. Quantity.	1895-96. Average price.
		R a. p.		*R a. p.*
Castor oil	401 tons	13 9 9 per cwt.	296 tons	13 1 9 per cwt.
Linseed oil (boiled)	3,157 gallons	2 3 7 „ gall.	3,106 gallons	2 12 6 „ gall.
Linseed oil (raw)	2,510 „	2 2 5 „ „	2,558 „	2 12 6 „ „
Mixed oil	169 tons	12 2 0 „ cwt.	143 tons	11 4 9 „ cwt.
Kerosine oil	62,622 gallons	0 8 3 „ gall.	60,331 gallons	0 9 4 „ gall.
Cocoanut oil	5 tons	16 0 9 „ cwt.	8 cwts.	19 9 9 „ cwt.
Petroleum	179 „	7 13 9 „ „	136 tons	7 10 0 „ „

Castor oil is used for lighting, and castor oil with an admixture of petroleum for lubricating purposes.

Southern Mahratta Railway (metre gauge).

17. The following are the particulars of oils consumed during the years 1894 and 1895:

Particulars.	1894. Quantity.	1894. Rate per cwt.	1895. Quantity.	1895. Rate per cwt.
	Cwt.	*R a. p.*	Cwt.	*R a. p.*
Oil, petroleum, Canadian	1,994	9 9 0	1,077	8 13 0
Oil, petroleum, axle	60	9 4 0	147	9 4 0
Oil, petroleum, engine cleaning	4	13 0 0	34	13 0 0
Oil, lubricating cylinder	...	...	81	18 6 3
Oil, castor	555	16 10 0	1,358	14 0 0

Rohilkund and Kumaon Railway, including Lucknow-Bareilly Railway (metre gauge).

18. The average rate for castor oil for the year 1895-96 was R14-10-5·18 per cwt. against R12-4-3·89 for the previous year. Mineral oil was purchased at R8-4-0 per cwt.

Dibru-Sadiya Railway (metre gauge).

19. The rollings-stock was lubricated with Digboi oil.

Fuel consumption.

20. Particulars of the fuel consumption on railways will be found in Chapter XI, pages 176 to 178 of Part I of the Administration report.

CHAPTER II.

CAPITAL.

The following paragraphs detail the capital transactions of the more important standard and metre gauge railways during the year 1895:

East Indian Railway (standard gauge).

2. The following is a brief statement of the capital transactions of the East Indian railway as recorded in the Finance and Revenue Accounts of the Empire; further details will be found in Chapter II, pages 30 and 31, of the Administration Report, Part II, for 1890-91.

The figures do not represent the actual money expended in constructing the line, but the capital expenditure incurred by the State in the purchase of the line and subsequent additions.

The Government took over the railway at a valuation of £37,200,000, made up thus:

	£
Sum actually raised, £26,200,000, and consolidated into the capital stock of the Company, taken over at a commuted value of £125 for every £100 of capital stock, the par value of which on the purchase became . . .	32,750,000
Debentures and debenture stock taken over as State debt .	4,450,000
	37,200,000

At the end of 1895 commuted capital stock and debentures and debenture stock to the extent of £11,749,156 had been paid for by the State by the creation of a "Debt" of £12,032,765 + Rx. 10,675, the amount of which was transferred in the Finance and Revenue Accounts in the year concerned to "Debt incurred for Productive Public Works," and has been so recorded against the capital account of the East Indian railway.

The *balance of the commuted capital* remains to be discharged by the payment of an annuity of £850,538, which is exclusive of the deferred annuity.

The annuity of £850,538, which is discharging commuted capital to the extent of £18,900,844, is exclusive of the deferred annuity on the commuted capital amounting to £6,550,000.

Since the purchase of the line—1st January 1880—the capital transactions of the East Indian railway to the 31st December 1895 stand as follows:

	R	£	*Rx.*
Debt incurred in, or created for, the purchase of the line . . .	...	12,032,765 +	10,675
Capital outlay incurred since purchase of line—			
Overdrawn capital to the 31st December 1879 . . .	26,45,269		
Capital outlay on final heads . .	4,35,60,278		
Carried over .	4,62,05,547	12,032,765 +	10,675

			£	Rx.
Brought forward		4,62,05,547	12,032,765	+ 10,675
Capital stores suspense		78,17,791		
		5,40,23,338		
Deduct—Value of stores, cash deposits, etc., received from the Company on purchase of the line	R 84,87,507			
„ Sale proceeds of surplus stores, dismantled buildings and other receipts on capital account	15,41,955	1,00,29,462		
		4,39,93,876		4,399,388
		Totals	12,032,765	+4,410,063

The expenditure during 1895 on final heads, including outlay on lines under construction, amounted to R47,59,230. The following are the principal works on which expenditure was incurred:

	R
Jherriah extension	3,31,806
Toposi branch extension	1,48,362
Ballasting and relaying Patna-Gya line	1,90,225
Fitting engines and carriages with automatic vacuum brakes	58,368
Alterations, etc., of Jamálpur shops	97,346
Steamers and flats for Monghyr ferry service	1,64,616
Sinking central pit at Serampore colliery	1,04,035
Twenty engines and twenty tenders	5,90,040
Additional rolling-stock	19,48,544
Purchase of Alipur branch line	1,00,019
Improvement of fencing throughout the line	1,27,767

The following figures show the comparison of annuity and interest charges for 1895 with net earnings:

	R
Annuity	2,13,55,472
Interest—	
On debenture stock	12,51,856
On deferred annuity	47,45,660
On debentures paid off	14,18,673
On overdrawn capital	1,05,811
On capital, capital advance and stores accounts	17,97,331
Total	3,06,74,803
Net earnings, *less* contribution to the Provident Fund	3,78,20,195
Excess of net earnings over charges for interest and annuity	71,45,392

The total capital outlay on the East Indian railway to the 31st December 1895, which has been adopted for statistical purposes in this report, as representing the cost of constructing the line, has been arrived at as follows:

	₹
Capital outlay by the East Indian Railway Company prior to the purchase of the line by the State	32,94,21,094
Outlay on final heads since purchase	4,35,60,278
Amount at debit of suspense	78,17,791
Balance of surplus stores on purchase of line	9,75,428
	38,17,74,591
Deduct—	
Outlay on the Grand Chord line survey	1,44,434
	38,16,30,157
Deduct—	
Sale proceeds of dismantled buildings, etc.	9,11,303
Outlay on open line to the 31st December 1895	38,07,18,854

Bengal-Nágpur Railway (standard gauge).

3. The total capital account of the railway on the 31st December 1895 stood as under:

	£	£	₹
Capital authorized—			
Share capital	3,000,000		
Debentures	1,500,000		
Advances by the Secretary of State for India under Act 51 *Vic.*, Chapter 5	2,760,000		
Advance by the Secretary of State for India for capital outlay on the Katni-Umaria section	373,371	7,633,371	=9,92,33,830
Advance made by Government for expenditure on the extensions from Sini to Calcutta *viâ* Midnapore and from Midnapore to Cuttack			2,45,378
			9,94,79,208
Capital subscribed—			
Share capital	3,000,000		
Debentures	1,500,000		
Advances by the Secretary of State for India under Act 51 *Vic.*, Chapter 5	2,760,000		
Advances by the Secretary of State for India for capital outlay on the Katni-Umaria section	373,371		
Capital not bearing interest	5,781	7,639,152	=9,93,08,980
Advances made by Government for expenditure on the extensions from Sini to Calcutta *viâ* Midnapore and from Midnapore to Cuttack	...	...	2,45,378
			9,95,54,358

	£	R
Capital expenditure, main line—		
On construction account	7,382,737 =	9,59,75,578
On stores in suspense	200,934 =	26,12,147
On advances in suspense	4,744 =	61,674
	7,588,415 =	9,86,49,399
Extensions from Sini to Calcutta *viâ* Midnapore and from Midnapore to Cuttack—		
On construction account		1,21,349
On stores in suspense		1,01,970
On advances in suspense		22,059
		2,45,378
		9,88,94,777
Balance available of—		
Capital authorized	44,956 =	5,84,431
Capital subscribed	50,737 =	6,59,581

The total capital outlay on final heads to the 31st December 1895 was distributed as follows:

	R
Main line from Nágpur to Ásansol, including the branch line from Katni to Bilaspur and London establishment and other charges	9,38,94,733
Sambalpur branch—Jharsuguda to Sambalpur	20,78,286
Jherria Coal survey	1,946
Raipur-Dhamtari survey	663
	9,59,75,578
Bengal-Nágpur railway extensions—Sini to Calcutta *viâ* Midnapore and from Midnapore to Cuttack	1,21,349
Total	9,60,96,927

The expenditure during 1895 on final heads was R7,67,295, of which R1,99,077 were incurred on obtaining and erecting six passenger engines and tenders and R36,003 on gangmen's huts on the main line.

The following figures show the comparison of interest charges for 1895 with net earnings:

	R
Interest—	
On subscribed capital at 4 per cent.	21,89,598
On debentures at 3½ and 3¼ per cent. afterwards 3 per cent.	8,36,325
On capital under Act 51 *Vic.*, Chapter 5 at 3¼ per cent.	16,36,724
On advances by the Secretary of State for India for capital outlay on Katni-Umaria section at 4 per cent.	1,94,153
Total	48,56,800
Net earnings, *less* contribution to the Provident Fund	35,41,443
Deficit of net earnings below interest charges	13,15,357

Indian Midland Railway (standard gauge).

4. There was no increase to the capital account of the railway during the year; but debenture bonds for £1,000,000, bearing interest at 3½ per cent., having matured on 1st July 1895, were arranged to be continued for the same amount, bearing interest at the rate of 3 per cent., for six years to 30th June 1901. The total capital at the close of the year was as follows:

	£	₹
Capital authorized—		
Share capital	3,000,000	
Debentures	2,754,100	
Advances by the Secretary of State for India under Act 51 *Vic.*, Chapter 5	1,345,000	
	7,099,100	=8,87,38,750
Capital subscribed—		
Share capital	3,000,000	
Debenture bonds at 3½ per cent.	1,754,100	
Debenture bonds at 3 per cent.	1,000,000	
Advances by the Secretary of State for India under Act 51 *Vic.*, Chapter 5	1,345,000	
Capital not bearing interest	2,016	
	7,101,116	=8,87,63,955
Capital expenditure—		
On construction account	6,923,922	=8,65,49,020
On stores in suspense	126,602	= 15,82,524
On advances in suspense	1,475	= 18,442
	7,051,999	=8,81,49,986
Balance available of—		
Capital authorized	47,101	= 5,88,764
Capital subscribed	49,117	= 6,13,969

The expenditure during 1895 on final heads was ₹3,05,701.

The following are the principal works on which the expenditure was incurred:

	₹
Renewal of timber sleepers with Indian Midland railway pots on Scindia section	72,596
Locomotive and carriage and wagon shops, including general stores buildings	40,166
Additional staff quarters at Bina	34,862
Sangor-Katni extension	92,077

The following figures show the comparison of interest charges for 1895 with net earnings:

	₹	₹
Interest—		
On subscribed capital at 4 per cent.	21,89,598	
On debentures at 3½ per cent.	13,35,083	
On debentures at 3 per cent.	2,75,208	
On advances by the Secretary of State for India	7,97,607	
		45,97,496
Net earnings, *less* contribution to the Provident Fund		16,48,360
Deficit of net earnings below interest charges		29,49,136

Godhra-Rutlam-Nagda Railway—Godhra-Rutlam section (standard gauge).

5. The total capital outlay on final heads of account to the 31st December 1895 was R1,54,64,806. The amount held in suspense was R88,179.

The expenditure of the year on final heads was R5,73,018, incurred chiefly on "Formation," "Bridgework," "Ballast and permanent-way," and "Stations and buildings."

The following figures show the comparsion of interest charges for 1895 with net earnings:

	R
Interest on capital at 4 per cent.	6,20,143
Net earnings, *less* contribution to the Provident Fund	4,73,933
Deficit of net earnings below interest charges	1,46,210

Wardha Coal (state) Railway (standard gauge).

6. The total capital outlay on final heads of account to the 31st December 1895 was R49,90,794. There was no sum at debit of suspense, nor was any expenditure incurred on capital account during the year under review.

The following figures show the comparison of interest charges for 1895 with net earnings:

	R
Interest on capital outlay at 4 per cent.	1,99,539
Net earnings	76,363
Deficit of net earnings below interest charges	1,23,176

Dhond-Manmád (state) Railway (standard gauge).

7. The total capital outlay on final heads of account to the 31st December 1895 was R1,12,57,170. The amount held in suspense was R61,077.

The expenditure during 1895 on final heads was R46,407, and was chiefly incurred on "Fencing" and "Stations and buildings."

The following figures show the comparison of interest charges for 1895 with net earnings:

	R
Interest on capital outlay at 4 per cent.	4,50,104
Net earnings	4,08,233
Deficit of net earnings below interest charges	41,871

East Coast (state) Railway (Bezwada Extension) (standard gauge).

8. The total capital outlay on final heads of account to the 31st December 1895 amounted to R14,31,642. There was no sum at debit of suspense.

The expenditure during 1895 on final heads was R4,741, and was chiefly incurred on "Stations and buildings."

The following figures show the comparison of interest charges for 1895 with net earnings:

	R
Interest on capital outlay at 4 per cent.	57,239
Net earnings, *less* contribution to the Provident Fund	95,119
Excess of net earnings over interest charges	37,880

North Western (state) Railway (standard gauge).

9. In the capital account of the North Western (state) railway system is included that portion of the purchase money of the Sind, Punjab and Delhi railway which was raised by the issue of India stock amounting to £4,911,621: the balance of the cost of this line is being redeemed by means of an annuity.

The Sind, Punjab and Delhi undertaking was taken over from the Company on the 1st January 1886 at a valuation of £14,009,124-8-3. On date of purchase the share capital of the Company stood at £11,075,320; there were no debentures or debenture stock. At the market rate of the day the share capital represented £14,009,124-8-3, and was acquired by Government by means of an annuity of £4-1-7·6393 per cent. on this commuted value. Government were, however, empowered to convert these annuities into India stock, and since the date of purchase £200,467-10-5 of annuities have been redeemed by the issue of £4,911,621-6-1 India 3½ per cent. stock, which represents £4,911,216-6-4 of the commuted capital redeemed. The balance of the commuted capital stock, £9,097,908-1-11, remains dischargeable by an annual payment of £371,361-3-7, which is charged to the revenue account of the line at the average rate of exchange of the year of payment.

The capital cost to the State of the North Western (state) railway on the 31st December 1895 is made up as follows:

	£	₹
Purchase money, Sind, Punjab and Delhi railway	14,009,124	
Overdrawn capital, Sind, Punjab and Delhi railway	...	28,70,470
Outlay on construction account from commencement of operations, and on the Sind, Punjab and Delhi section since purchase of line	...	30,88,66,974*
Suspense accounts	...	1,09,50,888*
		32,26,88,332
Deduct—		
Receipts on capital account and value of assets made over by the Sind, Punjab, and Delhi Railway Company	...	73,42,380*
Totals	14,009,124	+31,53,45,952

The capital expenditure during 1895 on final heads of account, excluding the outlay on gradient improvement works, amounted to ₹41,67,821, and was incurred chiefly on the following works:

	₹
Additional machinery for Lahore workshops	93,398
Transfer of one compound engine from the Oudh and Rohilkhand (state) railway	35,100
Fitting vacuum brake-gear to vehicles	1,41,312
Six composite carriages for Wazirabad-Lyallpur railway	30,143
Thirty third class carriages " " "	65,894
Mobilization sidings, Sibi	65,798
Constructing Tandori Bund	45,380
Doubling the line from Kurrachee to Kotri	12,45,768
Stone floor wing bunds, dismantling diversion and restoring main line Chota Ghara, mile 253½	61,737
New foundry, locomotive shop, Lahore	39,850
Troop siding and platform at Sher Shah	42,289
Flood works of 1893, Sukkur district	41,655

*Including outlay on gradient improvement works as follows:

	₹
Final heads	74,28,355
Suspense	414
	74,28,769
Deduct—	
Receipts on capital account	3,429
	74,25,340

The following figures show the comparison of interest charges for 1895 with net earnings:

	Pishin section.	Sind-Sagar and Khusálgarh branches.	Main line and other branches.
	₹	₹	₹
Interest on capital at 4 per cent. on the outlay to end of 1894, and at 2 per cent. on the outlay during 1895	35,07,827	13,80,960	1,76,52,210*
Net earnings, *less* contribution to the Provident Fund	−9,02,503	3,69,283	1,69,80,217
Deficit of net earnings below interest charges	44,10,330	10,11,677	6,71,993

The total capital outlay on the North Western (state), including the Wazirabad-Lyallpur railway, to the 31st December 1895, which has been adopted for statistical purposes in this report as representing the money expended in constructing the line, has been arrived at as follows:

	₹	₹
Outlay on final heads on the Sind, Punjab and Delhi railway up to the date of purchase of the line by the State		11,88,73,361
State outlay on the North Western (state) railway system		30,88,66,974†
		42,77,40,335
Deduct—Receipts on capital account		25,05,729†
		42,52,34,606
Amount held in suspense		1,09,50,888†
Total outlay to the 31st December 1895 adopted for statistical purposes		43,61,85,494†
Deduct—Outlay on gradient improvement works	74,25,340	
Outlay on doubling the line from Kurrachee to Kotri	13,71,863	
Outlay on Wazirabad-Lyallpur railway	12,21,428	
		1,00,18,631
Outlay on open line		42,61,66,863

The approximate distribution of the outlay on final heads, *viz.*, ₹41,78,09,681, shown above, between the commercial and military sections, is as follows:

	₹	₹
Commercial section—		
Main line and branches		29,53,92,736†
Military section—		
Sind-Sagar and Khusálgarh branches	3,45,71,747	
Pishin section	8,78,45,198	
		12,24,16,945

Hyderabad-Shadipalli Railway (standard gauge).

10. The total capital outlay on final heads of account to the 31st December 1895 amounted to ₹17,67,822. The amount held in suspense was ₹6,273. The expenditure during 1895 on final heads was ₹52,309.

* Including ₹1,03,17,385 on account of annuity for the two-half years payable on account of purchase money of the late Sind, Punjab and Delhi railway.
† Including outlay on gradient improvement works as at foot of the previous page.

The following figures show the comparison of interest charges for 1895 with net earnings:

	₹
Interest on capital outlay at 4 per cent.	71,080
Net earnings	46,609
Deficit of net earnings below interest charges	24,471

Oudh and Rohilkhand (state) Railway system (standard gauge).

11. The Oudh and Rohilkhand guaranteed railway was purchased by the Government on the 1st January 1889 and taken over at a valuation of £10,336,049.

On the date of purchase the capital of the Oudh and Rohilkhand Guaranteed Railway Company consisted of—

	£
Share capital	4,000,000
Debentures and debenture stock	5,300,000
TOTAL	9,300,000

The share capital was acquired by the issue of £5,036,049, 3 per cent. India stock, and the debentures and debenture stock were taken over as State debt.

Since the purchase of the line on the 1st January 1889, to the 31st December 1895, the capital transactions of the railway, including those of the Lucknow-Rae Bareli and the Bareilly-Rampur-Moradabad lines, which are treated as parts of the Oudh and Rohilkhand (state) railway system, stand as under:

	£	₹	₹
Cost to the State on account of purchase of the Oudh and Rohilkhand guaranteed railway	10,336,049		
Capital outlay on final heads since purchase of the guaranteed railway, and on the Lucknow-Rae Bareli and the Bareilly-Rampur-Moradabad lines since the commencement of operations			1,29,70,536
Suspense account			27,74,148
			1,57,44,684
Deduct—			
Undrawn capital at time of purchase of the Oudh and Rohilkhand guaranteed railway		8,41,459	
Value of stores taken over from the Oudh and Rohilkhand Guaranteed Railway Company		24,60,594	
			33,02,053
TOTALS	10,336,049	+	1,24,42,631

The capital expenditure during 1895 on final heads of account was ₹15,17,208.

The following are the principal works on which expenditure was incurred:

	R
Ballasting line with kunker	1,33,530
Fencing of portion of line	51,957
Cost of repairs and training works at Gurra bridge	1,41,845
Renewal and strengthening of 30 feet girders	91,475
Renewal and strengthening of 15 feet girders	36,946
Construction of 4 composite, 1 intermediate, 7 third class carriages, 3 brake vans and 1 horse box	76,427
Construction of 10 fast passenger engines	4,81,665
Completion of Barreilly-Rampur-Moradabad railway	1,45,630

Credits of R20,613 and R35,100, arising from the sale of the Ganges bridge plant, and from the transfer of an experimental engine to North Western (state) railway, respectively, were made to capital during the year.

The following figures show the comparison of interest charges for 1895 with net earnings:

	R
Interest	63,69,949
Net earnings, *less* contribution to the Provident Fund	52,55,948
Deficit of net earnings below interest charges	11,14,001

Of the sterling debt incurred in England in connection with the purchase of the line, £10,333,148 India stock carries interest at the rate of 3 per cent. per annum and £384,700 debenture stock carries interest at 4 per cent. per annum: there is also an annual charge of £1,700 on account of a Sinking Fund. The sterling charges for interest have been converted into Indian currency at the average rates of exchange for the two half-years. On the capital outlay incurred by the State on the Oudh and Rohilkhand (state) railway since it was taken over from the Company, and on the capital outlay on the Lucknow-Rae Bareli and Bareilly-Rampur-Moradabad sections, interest has been calculated at 4 per cent. per annum.

The total capital outlay on the Oudh and Rohilkhand (state) railway system, including the Lucknow-Rae Bareli and the Bareilly-Rampur-Moradabad sections to the 31st December 1895, *viz.*, R10,49,01,732, which has been adopted for statistical purposes in this report as representing the money expended in constructing the line, has been arrived at as follows:

	R	
Expenditure incurred on final heads by the Oudh and Rohilkhand Guaranteed Railway Company to the 31st December 1888	8,91,57,048	
Outlay on final heads by the State from the 1st January 1889 to the 31st December 1895 on the Oudh and Rohilkhand guaranteed railway, and from the commencement of operations to the 31st December 1895 on the Lucknow-Rae Bareli and the Bareilly-Rampur-Moradabad sections	1,29,70,536	
	10,21,27,584	
Amount held in suspense	27,74,148	
		10,49,01,732

Eastern Bengal (state) Railway system (standard, metre and special gauges).

12. In the capital account of the Eastern Bengal (state) railway system is included £1,569,784, which represents that portion of the cost of the Eastern Bengal railway purchased from the Company which was raised by the creation of a specific debt. The remainder of the liability is being redeemed by annuities.

The Eastern Bengal railway was purchased by Government on the 1st July 1884 at a valuation of £4,415,574-17-5.

On date of purchase the capital of the Company consisted of—

	£
Share capital	2,255,480
Debentures	612,350
Debenture stock	411,308
TOTAL	3,279,138

This is exclusive of capital not bearing interest amounting to £2,290.

Under the Purchase Act the share capital of the Company, amounting to £2,255,480, was taken over by Government at a commuted value of £150-7-8·54 for every £100 of original capital, which thus became £3,391,916-17-5; the debentures and debenture stock of the Company were taken over as State debt.

Under the same Act, Government were allowed the option of redeeming the commuted value of the share capital by means of an annuity instead of by direct purchase, and it was acquired by the issue of an annuity, terminable on the 30th July 1957, calculated at the rate of £4-2-0·66 per cent.

It was furthermore enacted that Government could exchange India stock for any portion of the debenture stock, and purchase the said annuities by the creation and issue of India stock at a rate not above 4 per cent., provided that the interest thereby saved should be annually set aside and invested so as to create a Sinking Fund sufficient to redeem the principal of the stock within the original period of the liability.

Of the £4,415,574-17-5 representing the cost of the Eastern Bengal railway, debentures and debenture stock, amounting to £1,023,658, have been converted into State debt amounting to £1,028,729-7-1, and commuted capital to the extent of £543,818-15-7 has been purchased for £541,054-7-4 India 3½ per cent. stock.

The balance of the commuted capital stock, £2,848,098, remains to be discharged by the payment of an annuity of £116,850-14-8¾.

Since purchase of the Eastern Bengal railway, 1st July 1884, the capital account of the system to the 31st December 1895 stood as under:

	£	£
Cost to the State on account of the purchase of the Eastern Bengal railway	4,415,575	...
Overdrawn capital at time of purchase of the Eastern Bengal railway	...	4,24,483
Outlay on final heads incurred by the State on the Eastern and Southern sections, including Budge-Budge extension since the 1st July 1884	...	2,39,27,902
Suspense accounts	...	20,48,005
		2,64,00,390
Deduct—Value of stores taken over from the Eastern Bengal Guaranteed Railway Company	...	7,27,880
Total—Eastern and Southern sections (*standard gauge*)	4,415,575	+2,56,72,510
Northern and Behar sections, including the Barsoi-Kissengunge branch (*metre gauge*) and the Kaunia-Dharlla (2′ 6″ *gauge*) branch	...	3,99,85,078
Dacca section (*metre gauge*)	...	67,23,422
Totals	4,415,575	+7,23,81,010

The expenditure during 1895 on final heads was as follows:

	£
Eastern and Southern sections, including Budge-Budge extension	11,49,631
Northern and Behar sections, including the Kaunia-Dharlla branch	2,49,572
Barsoi-Kissengunge branch	5,654
Dacca section	18,514
Total	14,23,371

The principal works on which outlay was incurred are detailed below:

	£
Eastern and Southern sections, including Budge-Budge extension—	
Twelve locomotive engines (broad gauge)	5,50,011
Siding from Dámukdia branch to Golbatan on the river Ganges	1,24,465
Three composite, 6 intermediate and 16 third class carriages	1,14,448
Four crossing stations between Bogoola and Chooadangah	46,853
Obtaining and fitting automatic vacuum brake materials and rigging to 80 coaching vehicles and 10 brake-vans	36,594
Northern, including the Behar and Kaunia-Dharlla sections—	
Two locomotives for Kaunia-Dharlla section	30,975
Twenty covered goods wagons for Kaunia-Dharlla section	27,904

The following figures show the comparison of interest charges for 1895 with net earnings:

	Eastern and Southern sections.	Northern and Behar sections.*	Dacca section.
	£	£	£
Interest on the capital outlay at 4 per cent.	41,56,996†	15,96,735	2,69,249
Net earnings, *less* contribution to the Provident Fund	55,01,903	32,11,546	2,61,025
Excess of net earnings over interest charges	13,44,907	16,14,811	−8,224

The total capital outlay on the Eastern Bengal (state) railway system to the 31st December 1895, which has been adopted for statistical purposes in this report as representing the money expended in constructing the line, has been arrived at as follows:

	£
Expenditure by the Eastern Bengal Guaranteed Railway Company to the 30th June 1884	3,49,32,209
Outlay on final heads incurred by the State on the Eastern and Southern sections since the 1st July 1884	2,39,27,902
Suspense accounts	20,48,005
Total outlay on Eastern and Southern sections (*standard gauge*)	6,09,08,116
Northern and Behar sections, including the Barsoi-Kissengunge branch (*metre gauge*) and the Kaunia-Dharlla (2′ 6″ *gauge*) branch	3,99,85,078
Dacca section (*metre gauge*)	67,23,422
Total	10,76,16,616

* Including the Barsoi-Kissengunge and Kaunia-Dharlla branches.

† Including interest on debentures, loans and annuities for the two half-years on account of purchase of the Eastern Bengal line.

Bengal Central Railway (standard gauge).

13. The total capital of the Company on the 31st December 1895 was as follows:

	£	£	₹
Capital authorised	1,000,000	1,000,000	
Capital subscribed—			
Share capital	500,000		
Advances by the Secretary of State for India under Act 51 *Vic.*, Chap. 5	500,000	1,000,000	
Capital expenditure—			
On construction account		823,472	=1,00,96,721
On stores in suspense		4,945	= 80,745
TOTAL		827,417	=1,01,77,466

	£	₹
Balance available of—		
Capital authorised	172,583	
Capital subscribed	172,583	

The expenditure during 1895 on final heads was ₹33,902, and was chiefly incurred on ballasting the line or relaying with sal sleepers in place of pine ones.

The following figures show the comparison of interest charges for 1895 with net earnings:

	₹	₹
Interest on subscribed (paid up) capital at 3½ per cent. and on advance by the Secretary of State for India at 3½ per cent.		6,08,944
Net earnings *less* ¼ share due to Company:		
Net earnings	3,98,809	
Less—¼ share due to the Company	99,702	2,99,107
Deficit of net earnings over interest charges		3,09,837

Calcutta Port Commissioners' Railway (standard gauge).

14. The total capital outlay on final heads of account to the 31st December 1895 was ₹65,14,893.*

No expenditure was incurred on capital account during the year, nor was there any debit under the head of suspense.

The following figures show the comparison of interest charges for 1895 with net earnings:

	₹
Interest and Sinking Fund at 6·14 and 7·14 per cent. on Government and Debenture loans	74,509
Net earnings	1,77,139
Excess of net earnings over interest charges	1,02,630

East Coast (state) Railway (standard gauge).

15. The total capital outlay on final heads of account to the 31st December 1895 was ₹4,74,15,404, of which ₹4,44,94,250 represents the outlay on the open line. The amount held in suspense was ₹27,57,612.

* Including the cost of the Shakkar branch now added to the capital account.

The expenditure during 1895 on final heads of account amounted to ₹27,38,203 on the open section of the railway, and to ₹36,46,851 on the section under construction.

The following figures show the comparison of interest charges for 1895 with net earnings:

	₹
Interest on capital outlay at 4 per cent.	18,94,092
Net earnings, *less* contribution to the Provident Fund	3,29,184
Deficit of net earnings below interest charges	15,64,908

The earnings referred to above are for the section Bezwada to Rambha, and the capital outlay on which interest is calculated is for the whole of the East Coast (state) railway.

Great Indian Peninsula Railway (standard gauge).

16. Debenture bonds to the amount of £804,800 bearing interest at 3½ per cent. per annum, and of £264,000 bearing interest at 3½ per cent. per annum, became due for repayment on the 30th June 1895. The whole amount has been replaced at 3 per cent. interest for a further period of 7 years, namely, to 30th June 1902. The total capital of the Company was unaffected by the above-noted changes, and on the 31st December 1895 stood as follows:

	£	£	₹
Capital authorized—			
Stock and shares	20,000,000		
Loans	6,666,666		
		26,666,666 =	29,09,09,084
Capital subscribed—			
Stock and shares ...	20,000,000		
Debenture stock	£2,701,450		
Less—Discount	£225,891		
	2,475,559		
Loans at 3½ per cent.	1,502,100		
Loans at 3 per cent.	1,068,800		
Loans at 2½ per cent.	300,000		
Capital not bearing interest	290,074		
		25,736,533 =	28,07,62,174
Capital expenditure—			
On construction account		25,177,653 =	27,46,65,307
On stores in suspense		465,180 =	50,74,695
On advances in suspense		−18,403 =	−2,00,766
		25,624,430 =	27,95,39,236
Balance available of—			
Capital authorized		1,042,236 =	1,13,69,848
Capital subscribed		112,103 =	12,22,938

The expenditure during 1895 on the final heads of account was ₹8,91,183.

The following are the principal works on which the expenditure was incurred:

	₹
Strengthening sixty-two feet girders of the Muniar and Waghur type	26,144
Replacement of Warren girders on the line	46,782
Renewal of girders of the Kali Marchan, Naktwa and Sangli bridges	68,447
Additions and alterations to Akola station	79,576
Introduction of new system of signalling along the line	70,384
Strengthening old thirty-feet girder bridges on the line	49,904
Fitting the whole of the Company's coaching stock with automatic vacuum brakes	1,13,167
Fittings and apparatus for lighting the Company's trains with Pintsch's patent oil gas, including gas works at Victoria terminus and Bhusával	1,31,571

The following figures show the comparison of interest charges for 1895 with net earnings:

Interest—	₹
On subscribed capital at 5 per cent.	1,09,09,091
On debentures at 3½ per cent.	1,53,644
On debentures at 3¼ per cent.	6,14,817
On debentures at 3 per cent.	2,73,076
On debenture stock at 4 per cent.	11,78,815
	1,31,29,443
Payment to Government in respect of State lines worked by the Company	5,64,222
	1,36,93,665
Net earnings, *less* contribution to the Provident Fund	1,53,02,654
Excess of net earnings over interest charges and rent of leased lines for 1895	16,08,989

Bombay, Baroda and Central India Railway (standard gauge).

17. The total capital of the Company at the close of 1895 was as follows:

	£	£	₹
Capital authorized—			
Share capital	6,250,000		
Debenture bonds	3,963,500		
		10,213,500 =	11,14,20,000
Capital subscribed—			
Share capital	6,250,000		
Debenture bonds converted into stock	1,306,300		
Debenture bonds at 3½ per cent.	1,238,500		
Debenture bonds at 3 per cent.	390,000		
Capital not bearing interest	18,419		
		9,107,219 =	9,93,51,475
Capital expenditure—			
On construction account		8,925,895 =	9,73,73,400
On stores in suspense		249,218 =	27,18,742
On advances in suspense		−27,608 =	−3,01,178
		9,147,505 =	9,97,90,964
Balance available of—			
Capital authorized		1,065,995 =	1,16,29,036
Expenditure in excess of—			
Capital subscribed		40,286 =	4,39,489

The total capital outlay, including the State expenditure of ₹8,08,405 on the Pátri branch to 31st December 1895, is distributed as follows:

	₹
Main line—Bombay to Sábarmati (including London establishment and other charges)	9,01,65,944
Wadhwán extension—Sábarmati to Wadhwán	42,83,715
Anand-Godhra branch—Anand to Godhra	27,69,133
Pátri branch—Viramgám to Khárághoda { Company's outlay	1,51,605
{ State outlay	8,08,405
Dhejbara survey	3,003
Total	9,81,81,805

The expenditure during 1895 on final heads was ₹22,82,046.

The following are the principal works on which the expenditure was incurred:

	₹
Constructing a new terminal station at Colába	2,90,647
Doubling the main line between Virár and Pálghar	2,07,755
Constructing new general administrative offices	1,17,657
Doubling the main line between Itola and Baroda	1,13,735
Doubling the main line between Amroli and Miyágám	1,12,874
Constructing a permanent grain shed at Carnac bridge	1,10,432
Renewing Warren girder bridges	94,474
Additions and alterations to the Godhra station yard	91,918
Providing an additional shunting siding at Dadar Junction	38,662
Adding a pair of pot sleepers to each pair of 20 feet rails	38,400
Reconstructing the Dhadhar bridge	26,985
Erecting 20 locomotive engines for the Godhra-Rutlam-Nagda railway	2,21,468
Erecting 10 additional locomotive engines for the main line	2,04,952
Constructing 200 covered goods wagons for the Godhra-Rutlam-Nagda railway	1,42,709
Introducing Pintsch's patent system of oil gas lighting in carriages	1,07,043
Purchasing 100 engineer's ballast wagons from the Godhra-Rutlam-Nagda railway	57,500
Constructing 50 open wagons, military type, for the Godhra-Rutlam-Nagda railway	32,141

The following figures show the comparison of interest charges for 1895 with net earnings:

	₹
Interest—	
On subscribed capital at 5 per cent.	41,18,345
On debentures at 3½ per cent.	4,39,105
On debentures at 3 per cent.	98,182
On overdrawn capital at 4½ per cent.	6,192
Total	46,61,824
Net earnings, *less* contribution to the Provident Fund	1,09,37,063
Excess of net earnings over interest charges	62,75,239

Madras Railway (standard gauge).

18. No new loans were raised nor were any conversions of existing loans effected during the year, but £2,400 of 3 per cent. debentures were paid off, and subsequently replaced in July 1895, a premium of £25 having been received.

The total capital of the Company was, therefore, affected only to the extent of the £25 premium received, and at the close of 1895 was as follows:

	£	£	₹
Capital authorized—			
Stock and share capital		10,257,630	
Debenture bonds		3,419,210	
		13,676,840	= 14,92,01,891
Capital subscribed—	£		
Share capital	8,318,080		
Debenture bonds converted into stock	1,939,550		
Debenture bonds at 3½ and 3 per cent.	800,000		
Capital not bearing interest	12,039		
		11,069,669	= 12,07,60,022

	£	£	R
Capital expenditure—			
On construction account	10,828,205		
On stores in suspense	257,591		
On advances in suspense	—4,047		
		11,081,749 =	12,08,91,797
Balance available of—			
Capital authorized		2,595,091 =	2,83,10,094
Expenditure in excess of—			
Capital subscribed		12,080 =	1,31,775

The expenditure during 1895 on final heads was R3,84,538.

The following are the principal works on which the expenditure was incurred:

	R
Alterations and additions to Bangalore City station	62,538
Alterations and additions at Bowringpet Junction	26,312
Gas making plant, lamps and fittings	85,634

The following figures show the comparison of interest charges for 1895 with net earnings:

Interest—	R
On subscribed capital—	
At 5 per cent.	47,76,911
At 4½ per cent.	5,18,161
At 4¼ per cent.	2,45,455
On debentures—	
At 3½ per cent.	1,63,871
At 3 per cent.	1,10,552
On overdrawn capital at 4¼ per cent.	2,697
Total	58,17,647
Net earnings, *less* contribution to the Provident Fund	58,69,214
Excess of net earnings over interest charges	51,567

Delhi-Umballa-Kalka Railway (standard gauge).

19. The capital of the Company consists of—

Capital authorized and received—	£
Share capital	800,000
Debenture stock	300,000
	1,100,000

The expenditure on final heads of account to the 31st December 1895 amounted to R1,55,06,120, which includes R5,76,918 on account of interest on capital during construction.

The amount held in suspense was R42,527.

The expenditure during 1895 on final heads was R43,320, and was chiefly incurred on ballast and permanent-way.

Tarkessur Railway (standard gauge).

20. The total capital outlay on final heads of account to the 31st December 1895 was R17,53,340. There was no sum at debit of suspense.

The expenditure of the year was R4,068.

Khámgaon and Amráoti Railways (standard gauge).

21. The total capital outlay on final heads of account to the 31st December 1895 was R5,20,947 on the Khámgaon railway, and R4,49,988 on the Amráoti

railway. The amounts held in suspense on these lines were ₹482 and ₹5,663, respectively.

The expenditure during 1895 on final heads was ₹34,944 on the Khámgaon railway and ₹1,869 on the Amráoti railway.

The expenditure on the Khámgaon railway was chiefly incurred on ballast and permanent-way and that on the Amráoti railway on stations and buildings.

The following figures show the comparison of interest charges for 1895 with net earnings:

	Khámgaon railway.	Amráoti railway.
	₹	₹
Interest on capital outlay at 4 per cent. .	20,603	17,977
Net earnings	26,031	38,252
Excess of net earnings over interest charges .	5,428	20,275

Bina-Goona Railway (standard gauge).

22. The total capital outlay on final heads of account to the 31st December 1895 was ₹49,60,885, and the amount held in suspense, ₹20,150.

Bhopal-Ujjain Railway (standard gauge).

23. The total capital outlay on final heads of account to the 31st December 1895 was ₹66,03,541, and the amount held in suspense, ₹3,65,790.

Bhopal-Itársi Railway (standard gauge).

24. The total capital outlay on final heads of account to the 31st December 1895 was ₹72,47,963, divided between the Government of India and the Bhopal Darbar as under:

	₹
Government of India	22,47,963
Bhopal Darbar	50,00,000

There was no debit under the head of suspense.

The expenditure during 1895 on final heads was ₹76,468, and was principally incurred under the following heads:

	₹
Ballast and permanent-way	52,347
Stations and buildings	19,887

The following figures show the comparison of interest charges for 1895 with net earnings:

	Government of India.	Bhopal Darbar.
	₹	₹
Interest on capital outlay at 4 per cent. . .	89,323	2,00,000
Net earnings *less* contribution to the Provident Fund	46,114	1,02,822
Deficit of net earnings below interest charges .	43,209	97,178

The Nizam's Guaranteed State Railway (standard gauge).

25. The total capital of the Company on the 31st December 1895 stood as under:

	£	£
Capital authorized—		
Share capital	2,000,000	
Debentures	2,000,000	
		4,000,000

	£	£
Capital subscribed—		
Share capital	2,000,000	
Debenture bonds converted into stock	1,200,000	
		3,200,000
Capital expenditure—		
On construction account	3,135,712	
On stores in suspense	46,227	
		3,181,939
Balance available of—		
Capital authorized		8,18,061
Capital subscribed		18,061

The total capital outlay on final heads of account to the 31st December 1895 was R3,97,74,481 and the amount held in suspense R8,69,337.

The expenditure during 1895 on final heads was R2,01,159.

The following figures show the comparison of interest charges for 1895 with net earnings:

Interest—	R
On subscribed capital at 5 per cent.	16,86,286
On debentures at 4 per cent.	8,09,417
Sinking Fund at 1 per cent.	2,02,354
Total	26,98,057
Net earnings, *less* contribution to the Provident Fund	15,77,150
Deficit of net earnings below interest charges	11,20,907

The Gaekwar's Petlád Railway (standard gauge).

26. The total capital outlay on final heads of account to the 31st December 1895 was R7,13,331, and the amount held in suspense at that date was R9,808.

The expenditure during 1895 on final heads was R1,618.

The following figures show the comparison of interest charges with net earnings:

	R
Interest on capital outlay at 4 per cent.	28,924
Net earnings, *less* contribution to the Provident Fund	46,584
Excess of net earnings over interest charges	17,660

Kolar Gold-fields Railway (standard gauge).

27. The total capital outlay on final heads of account to the 31st December 1895 was R6,58,544, and the amount held in suspense at that date was R3,109.

The expenditure during 1895 on final heads was R13,947.

The following figures show the comparison of interest charges for 1895 with net earnings:

	R
Interest on capital outlay at 4 per cent.	26,228
Net earnings, *less* contribution to the Provident Fund	66,379
Excess of net earnings over interest charges	40,151

Rájpura-Bhátinda Railway (standard gauge).

28. The total capital outlay on final heads of account to the 31st December 1895 amounted to R66,82,915. The amount held in suspense was R19,542.

The expenditure during 1895 on final heads was R12,722.

The following figures show the comparison of interest charges for 1895 with net earnings:

	R
Interest on capital outlay at 4 per cent.	2,68,613
Net earnings	5,93,506
Excess of net earnings over interest charges	3,24,893

Jammu and Kashmir Railway, Native state section (standard gauge).

29. The total capital outlay on final heads of account to the 31st December 1895 amounted to R9,60,011. There was no debit under the head of suspense.

The expenditure during 1895 on final heads was R238.

The following figures show the comparison of interest charges for 1895 with net earnings:

	R
Interest on capital outlay at 4 per cent.	38,409
Net earnings	18,262
Deficit of net earnings below interest charges	20,147

Bengal and North-Western Railway system (metre gauge).

30. The total capital outlay on final heads of account to the 31st December 1895 was as follows:

	R
Tirhoot State railway, Government section	2,53,21,347
Bengal and North-Western railway, Company's section	2,94,80,042*
Total	5,48,01,389

The amount held in suspense was:

	R
Tirhoot State railway, Government section	2,80,745
Bengal and North-Western railway, Company's section	18,15,662
Total	20,96,407

The expenditure during 1895 on final heads was as follows:

	R
Tirhoot State railway, Government section	5,66,962
Bengal and North-Western railway, Company's section	12,28,687
Total	17,95,649

The principal works on which outlay was incurred are detailed below:

	R
Tirhoot State railway, Government section—	
Erection of 10 composite carriages, first and second class	47,556
Erection of 10 composite carriages, intermediate and third class	30,502
Erection of 90 third class carriages	3,09,876
Erection of 20 brake-vans	38,719
Bengal and North-Western railway, Company's section—	
Five F class engines	1,61,796
Two hundred iron covered goods wagons	3,02,000
Gonda-Bulrampur extension	3,24,811
Erection of permanent Gogra bridge	2,75,955
Nánpára-Katarnian ghát branch	26,850
Bhatni to Benares survey *viâ* Mau to Benares and from Mau to Azamgarh and Balliah	51,292
Rámnagar extension	91,094

* Including R10 90,014, interest on capital during construction.

The following figures show the comparison of interest charges for 1895 with net earnings:

	Tirhoot State railway, Government section.	Bengal and North-Western railway, Company's section.
	₹	₹
Interest on capital outlay at 4 per cent.	10,18,013	14,49,010
Net earnings, *less* contribution to the Provident Fund	14,88,367*	17,55,675
Excess of net earnings over interest charges	4,70,354	3,06,665

Rajputana-Malwa Railway (metre gauge).

31. The total capital outlay on final heads of account on the several sections of the system to the 31st December 1895 was as follows:

	₹
Rajputana-Malwa section	9,00,46,548
Holkar section	1,30,87,414
Rewári-Ferozepore section	1,29,16,293
Cawnpore-Achnera section	1,16,94,781
Total	12,77,45,036

The amount held in suspense was ₹40,99,277.

The expenditure during 1895 on final heads was as follows:

	₹
Rajputana-Malwa section	3,16,147
Rewári-Ferozepore section	85,881
Cawnpore-Achnera section	48,962
Total	4,50,990

The expenditure was chiefly incurred on the following works:

	₹
Construction of 20 additional short and 8 bogie third class carriages, 38'-6" long	99,773
Fencing 20 miles of main line on the Bándikui division	36,143
Supply of tarpaulins to the traffic department for goods wagons	31,993
Write-off of loss on iron sleepers obtained for the Rewári-Ferozepore railway and issued for construction of the Pálanpur-Deesa railway	28,151

The following figures show the comparison of interest charges for 1895 with net earnings:

	Rajputana-Malwa and Rewári-Ferozepore sections.	Holkar section.	Cawnpore-Achnera section.
	₹	₹	₹
Interest on capital outlay at 4 per cent.	43,18,195	5,73,456†	4,66,812
Net earnings, *less* contribution to the Provident Fund	1,23,20,821	2,82,413	13,92,028
Excess of net earnings over interest charges	80,02,626	—2,91,043	9,25,216

* Made up thus:

	₹
Net earnings, *less* ordinary contribution to the Provident Fund	14,94,592
Less—Special contribution to the Provident Fund, not included in the share account	6,225
	14,88,367

† Interest on one crore of rupees advanced by the Indore Durbar is calculated at 4½ per cent.

Pálanpur-Deesa Railway (metre gauge).

32. The total capital outlay on final heads of account to the 31st December 1895 was ₹4,00,374.

There was no debit under the head of suspense.

The expenditure during 1895 on final heads was ₹773.

The following figures show the comparison of interest charges for 1895 with net earnings:

	₹
Interest on capital outlay at 4 per cent.	15,778
Net earnings, *less* contribution to the Provident Fund	22,845
Excess of net earnings over interest charges	7,067

Southern Mahratta Railway (metre gauge).

33. During the year no advance was made by the Secretary of State.

The total capital of the Company on the 31st December 1895 was as follows:

	£	£	₹
Capital authorized—			
Share capital	3,500,000		
Debenture bonds	943,100		
Advances by the Secretary of State for India under Act 51, Vic., Chapter 5	2,129,900		
		6,573,000 =	7,98,76,000
Capital subscribed—			
Share capital	3,500,000		
Debenture bonds at 3 per cent.	255,000		
Debenture bonds at 3½ per cent.	688,100		
Advances by the Secretary of State for India under Act 51, Vic., Chapter 5	2,129,900		
Capital not bearing interest	30,957		
		6,602,957 =	8,03,09,392
Capital expenditure—			
On construction account		6,608,015 =	8,08,19,427
On stores in suspense		119,508 =	14,34,094
Stores taken over with the Bellary-Kistna section		−230,668 =	−32,29,347
		6,496,855 =	7,90,24,174
Balance available of—			
Capital authorized		76,145 =	8,51,826
Capital subscribed		107,102 =	12,85,218

The total capital outlay, including the State expenditure of £1,184,173= ₹1,65,78,416 on the Bellary-Kistna section to 31st December 1895, was ₹9,56,02,590.

The expenditure during 1895 on final heads was ₹5,31,579. The outlay was on works costing less than ₹25,000 each, except that on the additional machinery for the Hubli workshops, on which an expenditure of ₹78,625 was incurred. Rupees 26,348 were also spent during the year on land.

The following figures show the comparison of interest charges for 1895 with net earnings:

	₹
Interest—	
On subscribed capital at 3½ per cent.	22,10,242
On debentures at 3½ per cent.	4,05,233
On debentures at 3 per cent.	1,38,622
On advances by the Secretary of State for India at 4 per cent.	12,63,070
On outlay by the State on the Bellâry-Kistna section at 4 per cent.	6,63,123
Total	46,80,290
Net earnings, *less* contribution to the Provident Fund	25,84,009
Deficit of net earnings below interest charges	20,96,281

Guntakal-Mysore Frontier Railway (metre gauge).

34. The total capital outlay on final heads of account to the 31st December 1895 was ₹58,71,739. There was no debit under the head of suspense.

The expenditure during 1895 on final heads was ₹15,175.

The following figures show the comparison of interest charges for 1895 with net earnings:

Interest on capital at 4 per cent.	2,34,639
Net earnings, *less* contribution to the Provident Fund	1,79,840
Deficit of net earnings below interest charges	54,799

Southern Mahratta Railway, Mysore section (metre gauge).

35. The capital of the Company underwent no change, and stood on the 31st December 1895 as follows:

	£	₹
Capital authorized—		
Debenture stock	1,200,000	=1,60,61,569
Capital subscribed—		
Debenture stock at 4 per cent.	1,200,000	
Capital not bearing interest	24,000	
	1,224,000	=1,63,82,801
Capital expenditure—		
On construction account	1,085,201	=1,45,25,023
On stores in suspense	29,693	=3,97,429
	1,114,894	=1,49,22,452
Balance available of—		
Capital authorized	85,106	=11,39,117
Capital subscribed	109,106	=14,60,349

The expenditure during 1895 on final heads was ₹1,75,400. The outlay during the year was on works costing less than ₹25,000 each except that on the work of re-arrangement and additions to the station yard at Bangalore City on which ₹41,324 was expended.

The following figures show the comparison of interest charges for 1895 with net earnings:

	₹
Interest—	
On debenture at 4 per cent.	8,70,947
Net earnings, *less* contribution to the Provident Fund	6,29,385
Deficit of net earnings below interest charges	2,41,562

South Indian Railway (metre gauge).

36. This undertaking was acquired by Government on the 1st January 1891 and was taken over at a valuation of £5,692,557.

In the Finance and Revenue accounts of the Government of India the cost of the line is stated at £4,692,557, the difference—one million pounds—representing the capital subscribed by the new Company for working the purchased and other connected lines which, under contract, it undertook to construct for Government.

At the time of purchase the capital of the old Company consisted of—

	£
Share capital	3,208,280
Debentures and debenture stock	1,495,000
TOTAL	4,703,280

The share capital, comprising £3,070,668 of 5 per cent. stock and £137,612 of 4½ per cent. stock, was acquired by the issue of £4,197,557, 3 per cent. India stock, the 5 per cent. being taken over at a premium of £31-2-4 and the 4½ per cent. at a premium of £24-11-2; the debentures and debenture stock were taken over as State debt.

The share capital of the new Company remains unchanged, and at the close of 1895 was as follows:

	£	₹
Capital authorised (converted at ₹14 per £)—		
Share capital	1,000,000	=1,40,00,000
Capital subscribed (converted at ₹14 per £)—		
Share capital	1,000,000	=1,40,00,000

The total capital expended amounted to ₹7,68,38,604 as shown below:

Capital expenditure (including outlay from State capital)—	₹
On construction account	7,39,64,242
On stores suspense	28,62,294
On advances in suspense	12,068
TOTAL	7,68,38,604

The total capital outlay on final heads of account to the 31st December 1895 was as follows:

	₹
South Indian railway, including Nellore branch	5,54,31,381
Villupuram-Dharmavaram section	1,85,32,861
TOTAL	7,39,64,242

The expenditure during 1895 on final heads was ₹1,79,325.

The following are the principal works on which the expenditure was incurred:

	₹
Providing additional accommodation for the locomotive department at Villupuram station	36,984
Strengthening weak girders	32,051
Constructing new buildings at Pâkala station	32,457
Fitting up automatic vacuum brake gear to 20 engines and 100 bogie coaching vehicles	1,37,330
Erecting twenty 4-wheeled coupled (O class) bogie engines	54,189

The following figures show the comparison of interest charges for 1895 with net earnings :

Interest in terms of Company's contract—		₹
On Company's capital at 3 per cent.		4,20,000
On State capital (£425,000) at 4½ per cent.		3,48,967
Expenditure and cash balance at 3 per cent.		16,97,722
Add—		
Share of surplus profits payable to Company		2,60,599
		27,27,288
Net earnings, *less* contribution to Provident Fund		38,97,030
Excess of net earnings over interest charges		11,69,742

The excess of interest incurred by the State over the amount charged in terms of the Company's contract results in a net loss to the State of ₹6,41,147 as shown below :

Interest charges incurred by the State—			₹
On Company's capital			5,41,284
On Government capital—	₹		
Debenture stock at 4½ per cent.	3,45,068		
Debenture bonds at 3½ per cent.	1,83,951		
Indian stock at 3 per cent.	21,63,132		
Indian outlay at 4 per cent.	10,44,143		
		37,36,294	
Surplus profits payable to Company			2,60,599
	Total		45,38,177
Less, interest charged in terms of contract			27,27,288
Excess of actual charges over contract charges			18,10,889
Excess of net earnings over contract interest charges			11,69,742
Net loss to the State			6,41,147

Mâyavaram-Mutupet Railway (metre gauge).

37. The total capital outlay on final heads of account to the 31st December 1895 was ₹24,47,338. The amount held in suspense was ₹100.

The expenditure during 1895 on final heads amounted to ₹99,765,—and was chiefly incurred on bridgework and stations and buildings.

The following figures show the comparison of interest charges for 1895 with net earnings :

	₹
Interest on capital outlay at 4 per cent.	95,700
Net earnings, *less* contribution to the Provident Fund	93,669
Deficit of net earnings below interest charges	2,031

Assam-Bengal Railway (metre gauge).

38. In accordance with clause 58 of the Contract, dated the 26th April 1892, between the Secretary of State and the Assam-Bengal Railway Company, the capital account of the railway is divided into two parts.

PART I.

Land.—The expenditure on land, including preliminary expenses on the Garo Hill survey, ₹38,594, to end of December 1895 aggregated ₹26,54,491.

PART II.

The total capital of the railway to the 31st December 1895 stood as under:

	£	£	₹	₹
Capital authorized—				
Share capital	1,500,000		=2,21,25,420	
Debentures	500,000		=91,73,610	
Capital contributed by Secretary of State for India	584,097		=81,73,992	
		2,584,097		3,94,73,022
Capital subscribed—				
Share capital	1,469,248		=2,15,79,930	
Debentures	500,000		=91,73,610	
Capital not bearing interest	15,385		=2,82,272	
Capital contributed by Secretary of State for India	584,097		=81,73,992	
		2,568,730		3,92,09,804
Capital expenditure—				
On construction account			3,05,00,383	
On stores suspense			56,98,853	
On advances in suspense			15,84,571	
				3,77,83,807
Balance available of—				
Capital authorized				16,89,215
Capital subscribed				14,25,997

The expenditure during 1895 on final heads was ₹1,48,28,728.

The following were the interest charges for 1895:

On share capital at 3½ per cent.	9,25,075
On debentures at 3 per cent.	1,33,038*
On capital contributed by Secretary of State at 3½ per cent.	2,67,017
TOTAL	13,25,130

The interest charges up to June 1898 are, under clause 45 of the Contract, dated the 26th April 1892, between the Secretary of State and the Assam-Bengal Railway Company, debitable to the capital account of the undertaking.

Burma (state) Railway (metre gauge).

39. The total outlay on final heads of account to the 31st December 1895 was as follows:

	₹
Imperial section—	
Mu Valley (state) railway, open section only	1,90,72,678
Provincial section—	
Burma (state) railway	5,27,11,220
TOTAL	7,17,83,898

The amount held in suspense was ₹13,12,677, of which ₹7,733 represents stores, etc., in stock in connection with the construction of the Mu Valley (state) railway, unopen line, rolling stock. Deducting this figure the balance of suspense was ₹13,04,944.

* The interest on debentures is from the 1st July only.

The expenditure during 1895 on final heads was as follows:

	R
Imperial section—	
Mu Valley (state) railway, open section	81,78,267
Provincial section—	
Burma (state) railway	3,25,746
TOTAL	85,04,013

The following are the principal works on which expenditure was incurred on the Burma (state) railway:

	R
Erecting 3 double quarters for subordinates at Rangoon and Toungoo	26,848
Providing and fixing wire fencing for a length of 20 miles on both sides of the line, Rangoon to Prome	30,736
Cost of engine boiler shafting and erection of machine tools in the new saw mill at Insein	30,427
Building new saw mill and wood working machine shop, Insein	52,287
Relaying 16 miles of line on the Irrawaddy district	31,880

The expenditure on the Mu Valley (state) railway, open section, was charged against the general project and completion estimates, and includes capital outlay on the Sagaing to Shwebo, Shwebo to Wuntho, Wuntho to Nankan, Nankan to Mohnyin, and Nahakaung to Katha sections.

The following figures show the comparison of interest charges for 1895 with net earnings, as taken from the accounts for the two halves of the year:

	IMPERIAL SECTION. Mu Valley (state) railway open section only.	PROVINCIAL SECTION. Burma (state) railway, including the Myohaung branch.
	R	R
Interest on capital outlay at 4 per cent.	5,31,686	21,53,429
Net earnings, *less* contribution to the Provident Fund	—2,12,890	29,15,246
Excess of net earnings over interest charges	—7,44,576	7,61,817

Rohilkund and Kumaon Railway system (metre gauge).

40. The total capital outlay on final heads of account to the 31st December 1895 was as follows:

	R
Lucknow-Bareilly section	84,86,124
Company's section	20,75,751
TOTAL	1,05,61,875

The amount held in suspense was:

	R
Lucknow-Bareilly section	2,36,341
Company's section	2,500
TOTAL	2,38,841

The expenditure during 1895 on final heads of account was as under :

	₹
Lucknow-Bareilly section	61,362
Company's section	4,504

The following figures show the comparison of interest charges for 1895 with net earnings :

	₹	Lucknow-Bareilly section. ₹	Company's section. ₹
Interest on—			
Debentures at 3½ per cent.	84,748		
Secretary of State's capital at 4 per cent.	2,04,846		
Over-drafts on capital at 4 per cent.	59,130		
		3,48,724	...
Outlay at 4 per cent.		...	83,174
TOTAL INTEREST		3,48,724	83,174
Net earnings, *less* contribution to the Provident Fund		3,13,116	1,52,209
Excess of net earnings over interest charges		—35,608	69,035

Bengal Dooars Railway (metre gauge).

41. The total capital of the Company on the 31st December 1895 was as follows :

	£	₹
Capital authorized	150,000	
Capital subscribed (received)	150,000	
Capital expenditure—		
On construction account	147,763	=22,89,041
On suspense	2,134	= 36,881
Total	149,897	=23,25,922

	£
Balance available of—	
Capital authorized	103
Capital subscribed (received)	103

The expenditure during 1895 on final heads was ₹50,764, and was chiefly incurred on stations and buildings and ferries.

Dibru-Sadiya Railway (metre gauge).

42. The total capital outlay on final heads of account to the 31st December 1895 was £508,202, or ₹72,25,345.

The fixed sterling suspense granted by Government is £10,000, or ₹1,77,384.

The expenditure during 1895 on final heads was ₹1,27,857, of which ₹1,06,482 were incurred on rolling-stock.

The following figures show the comparison of interest charges for 1895 with net earnings :

	₹
Interest at the rate of 5 per cent. on capital outlay to the end of 1894, and on fixed suspense capital including 2½ per cent. on capital outlay during the year	4,56,419
Net earnings	2,69,543
Deficit of net earnings below interest charges	1,86,876

The Gaekwar's Mehsána Railway (metre gauge).

43. The total capital outlay on final heads of account on the several sections to the 31st December 1895 was as follows:

	₹
Mehsána-Kherálu section	9,93,479
Mehsána-Viramgám section	14,60,819
Mehsána-Pátan section	8,00,746
TOTAL	32,55,044

There was no debit under the head of suspense.

The expenditure during 1895 on final heads was as follows:

	₹
Mehsána-Kherálu section	2,009
Mehsána-Viramgám section	1,33,185
Mehsána-Pátan section	28,455
TOTAL	1,63,649

The following figures show the comparison of the total interest charges on the three sections for 1895 with net earnings:

	₹
Interest on capital outlay at 4 per cent.	1,29,082
Net earnings, *less* contribution to the Provident Fund	2,02,440
Excess of net earnings over interest charges	73,358

Kolhápur Railway (metre gauge).

44. The total capital outlay on final heads of account to the 31st December 1895 was ₹23,69,206. There was no debit under the head of suspense.

The expenditure during 1895 on final heads was ₹95.

Yesvantpur-Mysore Frontier Railway (metre gauge).

45. The total capital outlay on final heads of account to the 31st December 1895 was ₹23,93,551, and the amount held in suspense at that date was ₹26,146.

The transactions of the year resulted in a credit to capital of ₹8,116.

Mysore-Nanjangúd Railway (metre gauge).

46. The total capital outlay on final heads of account to the 31st December 1895 was ₹6,01,758, and the amount held in suspense at that date was ₹7,455.

The expenditure during 1895 on final heads was ₹10,206.

Jodhpore-Bickaneer Railway system (metre gauge).

47. The total capital outlay on final heads of account to the 31st December 1895 was as follows:

	₹
Jodhpore section	64,06,374
Bickaneer section	9,70,535
TOTAL	73,76,909

The amount held in suspense was—

	₹
Jodhpore section	26,560
Bickaneer section	...
TOTAL	26,560

The transactions of the year resulted in a credit of R15,370 as shown below:

	R
Jodhpore section	—16,498
Bickaneer section	1,128
NET .	—15,370

The credit on the Jodhpore section was principally due to refunds by the Bombay, Baroda and Central India railway during the year under the head rolling stock.

The following figures show the comparison of interest charges for 1895 with net earnings:

	Jodhpore section. R	Bickaneer section. R
Interest on capital at 4 per cent.	2,57,646	38,799
Net earnings, *less* contribution to the Provident Fund	5,69,246	45,096
Excess of net earnings over interest charges .	3,11,600	6,297

Oodeypore-Chitor Railway (metre gauge).

48. The total capital outlay on final heads of account to the 31st December 1895 was R13,39,850. There was no debit under the head of suspense.

Bhávnagar-Gondal-Junágarh-Porbandar including the Jetalsar-Rájkot Railway (metre gauge).

49. The total capital outlay on final heads of account to the 31st December 1895 was R1,87,29,641.

The distribution of this amount over the several sections of the system is as under:

	R
Bhávnagar section	69,68,999
Gondal section	46,45,054
Junágarh section	37,81,298
Porbandar section	18,35,827
Jetalsar-Rájkot railway	14,98,463
TOTAL .	1,87,29,641

The amounts held in suspense were as follows:

	R
Bhávnagar section	1,33,333
Gondal section	1,20,051
Junágarh section	77,189
Porbandar section	38,281
Jetalsar-Rájkot railway	5,122
TOTAL .	3,73,976

The expenditure during 1895 on final heads was as follows:

	R
Bhávnagar section	9,833
Gondal section	2,470
Junágarh section	2,34,531
Porbandar section	4,700
Jetalsar-Rájkot railway	17,064
TOTAL .	2,68,598

The following are the principal works on which the expenditure was incurred:

	₹
Reconstruction of the Ojet bridge on the Jetalsar-Verával section	80,504
Adjustment in connection with sleeper renewals on the Jetalsar-Verával section	1,45,250

The following figures show the comparison of interest charges for 1895 with net earnings:

	Bhávnagar section.	Gondal section.	Junágarh section.	Porbandar section.	Total Bhávnagar-Gondal-Junágarh-Porbandar railway.	Jetálsar Rájkot railway.
	₹	₹	₹	₹	₹	₹
Interest on capital outlay at 4 per cent.	2,83,983	1,90,709	1,51,075	74,925	7,00,692	59,901
Net earnings, *less* contribution to the Provident Fund	5,50,577	1,91,764	4,573	74,305	8,21,219	77,447
Excess of net earnings over interest charges	2,66,594	1,055	—1,46,502	—620	1,20,527	17,546

50. The statements on pages 50 to 59 give details of the cost of some of the large railway bridges and tunnels in India.

STATEMENT

Cost and particulars of some of the

RAILWAY.	Serial No.	NAME OF BRIDGE.	Date of opening.	No. of spans.	Span in clear.	Length of bridge.	Depth of foundation below low-water.	Height from low-water level to underside of girders.	Total weight of girders.	Cost of work to girder-level.
(Standard gauge).					Feet.	Feet.	Feet.	Feet.	Tons.	*R*
EAST INDIAN.	1	Soane	22nd Dec. 1862	28	150·00	4,726·00	32	35·60	3,702·00	...
	2	Jumna (Allahabad)	15th Aug. 1865	17	14 of 200·00 3 of 30·00	3,235·00	42	60·00	4,300·00	29,86,000
	3	Jumna (Delhi)	1st Jan. 1867	12	211·50	2,640·00	7 to 39	23·50	3,491·00	5,28,475
	4	Jubilee (over the Hooghly, between Hooghly station on the E. I. R. and Naihâti on the B. B. S. R.)	15th Mar. 1887.	2	523·67	1,213·25	98·50	55·00	3,460·15	(*f*) 10,71,653
				1	106·50					
		Do. Approach viaducts Naihâti		29	10·83	441·00	...	...	...	...
		Do. Approach viaducts Hooghly		35	10·83					
				74	29·17					
				1	25·83	3,278·00	...	...	...	...
				1	43·00					
				1	48·00					
	5	Barâkar	4th Sept. 1893	1	200·00	(*g*) 1,850·00	(*h*) 5 to 85 (*k*)	(*l*)	1,307·00	4,13,002
				5	150·00					
				6	100·00					
				5	(*k*) 29·25					
BENGAL-NAGPUR.	6	Kanhán	1st Sept. 1887	6	176·00	1,237·00	9 to 26	50·00	1,061·16	3,81,109
				2	60·00					
	7	Weinganga	29th Apl. 1889	9	130·00	1,450·00	21	54·00	1,234·47	(*n*) 7,38,632
	8	Sheonath No. II	31st May 1889	14	150·00	2,250·00	6 to 12	37·00	1,912·40	4,92,353
	9	Eeb	1st Aug. 1890	9	150·00	1,461·00	42 to 53	38·00	1,229·40	2,63,313
	10	Damoodar	12th June 1890	10	200·00	2,364·00	4 to 75	40·75	2,330·00	3,62,448
				2	100·00					
INDIAN MIDLAND.	11	Chumbal	15th May 1891	12	186·00	2,714·00	75	112·50	3,026·00	17,39,057
				2	136·00					
	12	Jumna (Kalpi)	1st Feb. 1888	10	250·00	2,640·00	90	76·63	3,200·00	12,63,842
	13	Betwa (Mânikpur)	5th June 1889	13	150·00	2,166·00	13	72·75	1,772·30	8,19,541
				1	60·00					
	14	Ken (Bânda)	1st Aug. 1889	12	100·00	1,558·00	4	63·66	1,125·30	3,92,243
				1	250·00					
	15	Betwa (Lalitpur)	1st Jan. 1889	9	150·00	1,446·00	12	56·14	1,200·86	4,02,749
BHOPAL-PÂRSI.	16	Nerbudda	18th Nov. 1884	14	150·00	2,240·00	4	65·00	1,980·00	3,45,696

N.B.— Bridges costing less than £6,00,000 each

No. 2.

large railway bridges in India.

Total cost of girders.	Cost of protective works.	Total cost, including cost of protective works.	Cost per lineal foot, excluding protective works where separately stated.	Cost of erection of girders per ton.	Serial No.	REMARKS.
R	*R*	*R*	*R*	*R*		
(*a*)10,33,324	...	(*b*)43,33,324	917	79	1	Has the rails above and the roadway below. The roadway was subsequently doubled. (*a*) Represents the cost of the second line only. (*b*) Represents the total expenditure on the bridge debited to capital, and includes some special items not separately detailed, as well as the cost of iron work for the first line.
(*c*)14,60,300	...	(*d*)44,46,300	1,374	110	2	The substructure of this bridge is for a double line, but the girders are erected for a single line only. It has the rails above and the roadway below. (*c*) Of this amount, R13,45,000 represents the cost of girders, and R1,47,300 the cost of upper and lower roadways. (*d*) Represents the total expenditure on the bridge debited to capital, and includes some special items not separately detailed.
10,49,779	...	(*e*)16,60,353	629	74	3	Has the rails above and the roadway below. (*e*) Represents the total expenditure on the bridge debited to capital, and includes some special items not separately detailed.
21,78,882	1,21,184	33,71,689	2,679	(*g*)350		(*f*) Including charges on account of plant, R3,81,544, and supervision, R3,19,456. (*g*) Estimated.
...	...	64,611	147	...	4	The approach viaducts are brick arches.
...	...	4,80,263	147	...		
3,79,078	(*m*) 13,726	8,05,806	428	58	5	(*h*) In viaducts. (*i*) From front to front of abutments. (*j*) On rock. (*k*) In sand. (*l*) Deck bridge various. 7½ feet to rails. (*m*) Stone round piers only. No training works.
2,78,632	13,174	6,72,915	333	Not known	6	
2,42,833	(*o*) 22,248	10,03,733	677	43	7	Has been converted from metre to standard gauge. The expenditure shown represents the cost of the bridge as a standard gauge one. Metre gauge opened on 7th June 1882 and standard gauge on 29th April 1889.
3,91,240	...	8,83,593	393	87	8	(*n*) Including the cost of the old metre gauge bridge (R6,74,612). The cost of the metre gauge girders removed, which is not included in these figures, was R3,40,863. (*o*) Cost of protective works as it was on the metre gauge bridge.
3,42,958	23,856	6,30,329	415	...	9	
6,36,230	40,328	10,39,006	422	65	10	
9,02,295	6,29,683	32,71,035	973	78	11	
11,41,231	1,59,564	25,66,637	912	107	12	The abutments and pers are built for a double line, but the girders are erected for a single line only, with a roadway on the same level, which has not, however, been brought into use. A cantilever footpath way has since been constructed, which was opened on 1st May 1895.
5,74,179	...	13,93,720	643	85	13	
3,39,954	...	7,39,197	470	84	14	
3,59,308	2,615	7,64,672	527	64	15	
5,77,925	...	(*p*) 9,44,171	422	85	16	(*p*) Including some special items not separately detailed.

are not included in this statement.

STATEMENT

Cost and particulars of some of the

RAILWAY.	Serial No.	Name of Bridge.	Date of opening.	No. of spans.	Span in clear.	Length of bridge.	Depth of foundation below low-water.	Height from low-water level to underside of girders.	Total weight of girders.	Cost of work to girder-level.
					Feet.	Feet.	Feet.	Feet.	Tons.	₹
(Standard gauge—*continued.*)	17	Sutlej (Ludhiána)	January 1870	(*a*) 46	99·00	5,193·00	40 to 50	16·60	(*b*) 2,314·00	20,97,296
	18	Beas	April 1869	33	99·00	3,820·00	43 to 70	20·00	1,660·00	15,66,476
	19	Jumna (Saháranpur)	January 1869	26	99·00	2,665·50	42	19·00	1,308·00	7,64,420
	20	Kaisir-i-Hind (over the Sutlej at Ferozepore)	8th May 1887	27	144·50	4,293·00	78	26·00	6,000·00	14,48,037
	21	Ravi as originally constructed	12th Apl. 1875	33	90·00	3,317·00	75	20·00	1,419·00	9,50,202
		Ravi as reconstructed	15th July 1893	15	90·00	1,463·00	75	18·50	(*c*) 1,381·00	...
North Western (State).	22	Alexandra (over the Chenab between Wazírabad and Kathlá) as originally constructed	22nd Jan. 1876	64	133·50	9,088·00	75	20·00	5,248·00	24,03,756
		Alexandra as reconstructed	1st Nov. 1891	28	133·50	3,976·00	75	20·00	3,073·40	22,920
	23	Jhelum as originally constructed	Towards end of 1876	50	90·00	4,875·00	39	20·75	2,150·00	6,90,137
		Jhelum as reconstructed	27th Dec. 1894 20th Nov. 1895	50 1 land span	90·00 18·50	4,895·00	39	22·63	2,475·00	1,79,774
	24	Attock	24th May 1883	5	2 of 308·40 3 of 257·00	1,635·00	(*m*)	111·00	2,202·00	14,77,580
	25	Empress (over the Sutlej at Ad-ammwáhan)	8th June 1878	16	250·00	4,210·00	103	28·75	6,704·00	26,98,885
	26	Victoria (over the Jhelum at Chak Nizam)	16th May 1887	17	150·00	2,720·00	82	19·00	2,988·00	7,73,481
	27	Lansdowne over the Indus at Sukkur—								
		Rohri Channel	27th Mar. 1889	1	790·00	900·00	None in river	51·00	3,292·00	2,88,320
				1	750·00					
				1	230·00	620·00	6	46·00	1,014·00	1,79,468
				1	90·00					
		Sukkur Channel								
	28	Sher Shah (over the Chenab at Sher Shah)	1st Feb, 1890	17	200·00	3,650·00	75	29·00	3,740·00	10,84,453
	29	Gumti (Jaunpur)	24th Dec. 1874	16	80·00	1,432·00	45 to 50	44·17	811·00	4,21,530
	30	Rámganga (Bareilly)	24th June 1874	34	56·00	2,260·00	85	25·27	490·00	4,59,625
	31	Ganges (Rájghat, Aligarh branch)	5th June 1874	33	80·00	3,040·00	55	24·39	1,050·00	3,78,991
	32	Ganges (Cawnpore)	15th July 1875	25	100·00	2,830·00	50 to 65	31·66	1,815·00	7,11,073
	33	Ganges (Bálawali)	9th May 1887	2 11	40·00 248·17	2,904·00	100	39·34	3,944·00	10,16,438
	34	Solání	1st Jan. 1886	11	148·75	1,760·00	60	16·00	1,503·00	4,03,182
	35	Dufferin (over the Ganges at Benares)	1st Oct. 1887	7 9	331·00 104·00	3,523·00	25 to 141	75·32	6,780·00	13,31,716
Oudh and Rohilchand (State).	36	Rámganga (Moradabad)	8th June 1894	10	200·00	2,171·50	75 to 83	20·91	2,602·76	2,19,450
Eastern Bengal (State).	37	Goral	1st Jan. 1871	7 9½	185·00 46·25	1,744·00	78 to 96 25	51·00 46·50	1,645·00 154·00	...
East Coast (State).	38	Kistna	17th Mar. 1893 for coal traffic, and 1st Jan. 1894 for metre gauge traffic.	12	293	3,736·00 outside and 3,684·00 inside abutments.	80·50	46·50	6,426·00	13,70,000
	39	Rushu Kulya	1st Sep. 1895	10	150	1,598·00	70	23·00	1,437·25	3,44,064

N.B.—Bridges costing less than ₹6,00,000 each.

No. 2—*continued.*

large railway bridges in India.

Total cost of girders.	Cost of protective works.	Total cost, including cost of protective works.	Cost per lineal foot, excluding protective works where separately stated.	Cost of erection of girders per ton.	Serial No.	REMARKS.
R	R	R	R	R		
(c) 10,08,780	(d) 2,54,000	33,60,076	(e) 598	(g)	17	(a) Twelve spans have been removed. (b) Does not include weight of girders removed. (c) Does not include cost of girders removed. (d) Including cost to 1874, since which date a large amount of additional expenditure has been incurred. (e) Calculated as for the present length. (f) The contract rate for the construction of these three bridges, including protective works, was R498 per foot run of the bridges, and the figures as to cost are approximate only.
7,23,690	3,00,000	25,90,166	600	(g)	18	(g) Contract included erection.
5,70,180	2,00,000	15,34,600	501	(g)	19	
15,51,329	11,07,900	41,08,268	699	50	20	Carries the rails below and the roadway above.
5,01,641	1,50,472	16,02,315	451	(h) 125	21	(h) Originally carried the rails above and a foot-path below. This has now been changed.
1,94,098	96,386	2,90,484	133	(i) 40		(i) Including the road bridge (634 tons). (j) The railway and road bridges are separate and run alongside one another on the same piers. The railway bridge has entirely new girders, the rails being carried above top booms. Road bridge has girders (taken from the old railway bridge) which carry on top booms a corrugated flooring 16 feet wide and a metalled road-way 13′ 8″ clear between guard rails.
19,94,271	9,49,336	53,28,363	484	121	22	The bridge has been reduced from 64 to 28 spans. The girders doubled, and new cross and rail girders put in. The track is carried between the girders, and there are foot-paths on cantilevers outside.
2,45,769	49,384	3,18,070	68	27		The cost of reconstruction only is shown against this entry. The bridge was not closed for traffic during reconstruction; all restrictions were removed on the 1st November 1891, and the bridge was thrown open for traffic as usual.
9,40,487	81,248	17,11,872	334	(k) 124	23	(k) Originally carried the rails above and a foot-path below. This has now been changed.
8,37,442	77,548	10,94,764	208	(l) 338		(l) The railway and road bridges are separate and run alongside one another on the same piers. Railway bridge has entirely new girders, the rails being carried above top booms. Road bridge has girders (taken from the old railway bridge) which carry on top booms a corrugated flooring 16 feet wide and a metalled road-way 14′ 6″ between guard timbers.
15,96,980	1,45,956	32,20,516	1,858	437 252	24	Has the rails above and a military road-way below. (m) Pier No. 1.—All standards and struts founded at same level, *viz.*, 343·68 or 21·68 feet *above* low-water level. Pier No. 2.—All standards and struts founded at same level, *viz.*, 319·12 or 2·88 feet *below* low-water level. Pier No. 3.—Up-stream strut on east side of pier was founded at 311·88 or 10·12 feet *below* low-water level; all other standards and struts founded at same level, *viz.*, 313·30 or 8·70 feet *below* low-water level. Pier No. 4.—Two main standards and one down-stream strut, all on west side of pier, were founded at 337·30 or 15·30 feet above low-water level; all other standards and struts founded at same level, *viz.*, 343·30 or 21·30 feet *above* low-water level.
23,96,558	(n) 20,06,246	71,01,689	1,210	105	25	Has a combined road and railway on the same level.
8,02,104	3,73,226	19,48,811	(o) 579	(o) 66	26	(n) Including R1,58,055, cost of materials for temporary bridge. Has a combined road and railway on the same level and a footway on each side, supported on wrought-iron brackets, and provided with hand-rails. (o) Calculated on cost, which includes R18,000 on account of cost of staging.
24,96,074	4,946	27,89,340	3,054	185	27	Has a roadway on the same level as the rails, and a footway on each side, the roadway being formed of steel corrugated troughs fitted with teak scantlings.
3,77,912	...	5,57,380	899	110		
10,83,528	6,66,120	28,34,101	594	56	28	Has a roadway on the same level as the rails, 15′ wide between girders and 14′ 6″ headway at centre from rail level to bottom of cross girders of top booms. The roadway consists of corrugated steel troughs fitted with deodar battens.
3,24,622	8,526	7,54,678	507	109	29	
1,53,539	8,88,236	14,02,400	267	63	30	
3,10,388	1,08,820	7,98,199	227	28	31	
8,75,745	1,74,160	17,60,978	561	(p)	32	Has the rails above and the roadway below.
10,86,000	6,73,430	27,75,868	724	62	33	(p) Included in the cost of girders.
3,99,277	2,20,091	10,22,550	456	10	34	
32,55,035	1,45,329	47,32,089	1,302	47	35	Has a roadway on the same level as the rails, and a footway on each side supported on cantilevers outside the girders.
6,88,391	1,21,837	11,29,678	464	42	36	Has a roadway on the same level as the rails.
...	...	(q) 14,83,750	837	...	37	(q) Including R22,618 charged to revenue, and R879 charged to capital, for the protection of piers. The cost is approximate.
21,60,000	4,47,000	39,77,000	945	34	38	The cost of approaches, R5,23,272, has not been entered.
3,53,524	42,624	7,40,212	437	69	39	

are not included in this statement.

STATEMENT

Cost and particulars of some of the

RAILWAY.	Serial No.	NAME OF BRIDGE.	Date of opening.	No. of spans.	Span in clear.	Length of bridge.	Depth of foundation below low-water.	Height from low-water level to underside of girders.	Total weight of girders.	Cost of work to girder-level.
					Feet.	Feet.	Feet.	Feet.	Tons.	*R*
(Standard gauge—*concluded*.) GREAT INDIAN PENINSULA.	40	Kistna	9th Oct. 1873	36	100·00	3,855·00	(*a*) 9	48·67	2,536·00	(*b*)6,11,163
	41	Tapti	12th Aug. 1872	5	138·00	2,556·00	15·96	60·33	2,392·00	(*c*)7,72,163
				28	59·00					
	42	Nerbudda	8th Mar. 1870	5	137·00	1,052·00	4·60	51·33	525·00	4,06,032
				6	40·00					
BOMBAY, BARODA AND CENTRAL INDIA.	43	Nerbudda (Old)	23rd June 1861	25	183·50	4,687·50	76	48·50	4,650·00	23,21,000
		Nerbudda (New)	16th May 1881							
	44	Tapti	19th Nov. 1860	30	60·00	1,875·00	20	50·50	...	...
MADRAS.	45	Cheyer (Old)	1st Sept. 1865	50	64·00	3,500·00	100	14·00	988·00	9,10,034
		Cheyer (New)	1st May 1880							
	46	Tungabhadra	16th Jan. 1871	58	64·00	4,060·00	14	34·00	1,065·00	4,23,031
	47	Penner (Old)	May 1869	13	131·00	1,830·00	33 to 54·33	22·00	1,999·00	...
		Penner (New)	1st Oct. 1889							
	48	Chitravati (Old)	1st Sept. 1868	19	131·00	2,670·00	18 to 78	18·00	2,038·00	...
		Chitravati (New)	6th Mar. 1890							
	49	Papaghni (Old)	Aug. 1866	20	64·00	1,410·00	...	...	...	...
		Papaghni (New)	1st July 1892	15	121·00	2,110·00	52·50 to 62·00	15·00	2,391·00	5,93,030
(Metre gauge.) BENGAL AND NORTH-WESTERN—Tirhoot section.	50	Gandak	25th Apl. 1887	8	250·00	2,176·00	40 to 90	37·50	2,495·00	6,07,133
Company's section.	51	Rapti	13th June 1886	9	150·00	1,445·00	86	41·00	1,145·70	4,93,956
RAJPUTANA-MALWA.	52	Jumna (Agra)	1st Jan. 1876	16	133·00	2,272·00	70	31·66	2,551·40	3,92,886
	53	Nerbudda	14th June 1877	14	183·00	(*f*)2,836·00	14	80·00	2,362·00	9,39,407
	54	Jumna (Muttra)	15th Dec. 1884	7	150·00	1,146·00	70	27·00	1,309·00	3,06,241
SOUTHERN MAHRATTA.	55	Bhima	1st Aug. 1884	14	150·00	2,342·00	18·30	58·77	1,680·00	3,33,256
	56	Kistna (Bijapur branch)	1st Aug. 1884	21	150·00	3,392·00	13·00	43·17	2,498·00	3,43,345
	57	Kistna (Poona branch)	2nd Feb. 1888	14	150·00	2,339·50	4·17	75·79	1,897·12	2,65,228
	58	Hagari	4th Oct. 1877	34	64·00	2,396·00	68·25	16·30	660·90	6,42,732
	59	Dorabavi Viaduct	15th June 1890	1	250·00	670·00	...	(*z*)29·00 to 179·63	560·00	3,33,934
				2	150·00					
				1	66·50					
GUNTAKAL-MYSORE FRONTIER.	60	Penner	1st June 1892	11	150·00	1,740·00	21·00 to 55·00	18·71	1,007·00	2,89,774

N.B.—Bridges costing less than Rs.50,000 each

No. 2—*concluded.*

large railway bridges in India.

Total cost of girders.	Cost of protective works.	Total cost, including cost of protective works.	Cost per lineal foot, excluding protective works where separately stated.	Cost of erection of girders per ton.	Serial No.	Remarks.
R	*R*	*R*	*R*	*R*		
6,61,908	...	12,73,066	330	30	40	The girders are for a single line, and the piers for a double line. (a) Nine piers and two abutments are founded above low-water level. (b) Including R25,656, being the cost of other items not separately detailed.
7,90,175	64,910	16,27,248	611	71	41	Carries a double line. (c) Including R95,918, being the cost of other items not separately detailed.
2,63,064	...	6,69,096	636	235	42	The girders are for a single line, and the piers for a double line.
12,58,929	(d)1,95,830	(e) 37,75,789	764	49	43	The figures as to cost refer to the new bridge only; the cost of the old bridge is not known. (d) Including some special items not separately detailed. (e) Excluding cost of the approaches, R56,366.
...	...	(f) 9,08,030	484	...	44	(f) Including R5,948, being the cost of raising rail-level on up and down lines up to 31st March 1893.
1,95,689	...	(g) 12,45,464	336	...	45	(g) Including some special items not separately detailed, but excluding the cost of the old bridge, R4,06,293.
1,99,921	...	(h) 7,55,756	186	54	46	(h) Including some special items not separately detailed.
2,84,610	...	(i) 11,39,077	619	...	47	The cost does not include the expenditure incurred on the old bridge, R1,72,576. (i) Includes some special items not separately detailed.
3,85,833	...	(i) 13,58,194	509	...	48	The cost does not include the expenditure incurred on the old bridge, R3,54,705.
...	...	(j) 1,62,354	...	...	49	(j) Approximate.
3,63,332	38,368	9,94,930	453	(k) 12		(k) Including superintendence and all charges after girders were unloaded from wagons.
7,29,506	48,244	(l) 13,84,883	614	61	50	Has a foot-way on each side, supported on wrought-iron brackets and provided with a hand-rail. (l) Excluding cost of viaduct, R1,40,505.
(m)3,29,522	6,34,665	(n) 14,58,143	570	65	51	(m) Including cost of erection of girders, R74,543. (n) Including R28,971, on account of protective works, Rapti bridge, incurred during 1894-95.
6,90,683	48,776	(o) 18,33,837	786	85	52	Lattice girders carrying the rails below and the carriage road above. This bridge is built for and carries the standard gauge. (o) Including some special items not separately detailed.
4,42,205	777	(p) 18,73,925	660	106	53	Triangulated girders—designed to carry the rails above and a carriage road below. (p) Including two abutment spans.
3,72,000	14,194	(r)8,49,000	728	35	54	(q) Including some special items not separately detailed. Has a combined road and railway on the same level. (r) Including some special items not separately detailed.
4,71,097	26,419	8,30,772	343	73	55	
7,48,444	47,852	11,39,641	322	74	56	
4,79,402	5,474	7,50,104	318	...	57	
1,21,173	...	7,63,905	319	...	58	
3,61,198	405	(s)6,05,537	1,038	100	59	(s) The height is from ground to underside of girders. (t) Including charges on account of hand-railing.
3,10,941	1,49,430	7,50,145	345	40	60	

are not included in this statement.

STATEMENT

Cost and particulars of the important

Railway.	Serial No.	Name of tunnel.	Position of tunnel (nearest station).	Single or double line.	Gauge.	Length.					Total cost, including tools and plant.
						Unlined.	½ lined.	¼ lined.	Completely lined.	Total.	
						Feet.	Feet.	Feet.	Feet.	Feet.	£
East Indian.	1	Monghyr (*a*)	Below Jamálpur	Built for double line, but 3' too narrow.	Standard	434	...	...	466	900	No record.
Bengal-Nagpur.	2	Darekasa	Darekasa	Single	Standard	735	...	...	...	735	1,82,984
	3	Saranda	Goilkera	Single	Standard	388	...	1,253	...	1,641	8,66,964
	4	Bhortunk	Khodri (Kutni Branch)	Single	Standard	...	...	...	1,000	1,000	2,09,674
Godavari-Kutlam.	5	Panchpiplia	Bajrangarh	Single	Standard	540	...	...	225	765	(*b*) 2,27,902
North Western (State) Main line.	6	Sohâwa No. 1	Sohâwa	Single	Standard	...	...	539	...	539	(*c*) 1,67,629
	7	Margalla No. 3	Sarai Kála	Single	Standard	...	450	500	...	950	(*c*) 1,87,150
	8	Attock No. 4	Khairabad	Single	Standard	...	...	776½	...	776½	(*c*) 1,80,924
	9	Attock No. 5	Khairabad	Single	Standard	...	...	721½	...	721½	(*c*) 1,63,003
	10	Khairabad No. 7	Khairabad	Single	Standard	...	...	404	...	404	(*c*) 1,55,540
North Western (State) Sind-Pishin section.	11	Gundakinduff	Midway between Bâbar Kachh and Kóchálí	Single	Standard	...	...	577	...	577	2,06,826
	12	Kóchálí, Lower	Kóchálí	Single	Standard	...	...	512	...	512	1,84,061
	13	Karez No. 1	Dirgi	Single	Standard	806	...	...	...	806	1,32,382
	14	Karez No. 2 Karez tunnel	Dirgi	Single	Standard	2,034	...	...	...	2,034	4,41,968
	15	Lower Chapper Arching	Mangi	Single	Standard	...	...	592	...	592	1,62,657
	16	Iron Gates	Mangi	Single	Standard	1,233	...	...	...	1,233	3,12,679
	17	Mudgorge Arching	Mudgorge	Single	Standard	...	...	1,092	...	1,092	4,12,344
North Western (State) (Chaman extension).	18	Khojak	Shelabagh	Double	Standard	...	...	12,870	...	12,870	(*d*)68,26,189
	19	No. 1	3¼ miles below Shelabagh.	Double	Standard	...	...	756	...	756	2,24,027
	20	No. 3	6¼ miles below Shelabagh.	Double	Standard	...	...	800	...	800	2,57,291

N. B.—Tunnels under 660 feet in length, or costing less than

No. 3.

tunnels on the railways in India.

Cost. per foot run.	Time taken to drive heading.	Time taken to complete tunnel. From	To	Remarks giving nature of ground passed through, etc.	Serial No.
₹					
...	Not known	March 1856	June 1861	Quartz and slate	1
		(Work suspended during one year)		(a) A foot-path has been laid and fenced off through the tunnel.	
249	Not known	May 1879	6th Nov. 1883	All hard rock	2
328	1·75 years	January 1888	Sept. 1892	Very hard slaty rock, with a great deal of water	3
210	1·00 year	14th March 1888	6th Dec. 1890	Gneiss interspersed with veins of quartz. The total cost excludes the cost of plant.	4
298	0·63 year	24th August 1892	7th April 1894	Northern 500 feet hard basalt; southern 264 feet hard rock, but composed of boulders liable to fall. This part has been lined. (b) Including Rs. 17,000 for machinery.	5
(c) 311	0·50 year	November 1878	15th March 1880	Red clay and sandstone. War prices were paid. Owing to the Afghan war, common coolies were getting 8 annas per day. The heading was got through in six months, and the work was then left quite in abeyance, pending further orders, till September 1879; otherwise the whole would have been complete within a year.	6
(c) 197	0·54 year	4th April 1881	15th Aug. 1882	Nummulitic limestone shaken with clay seams	7
(c) 233	.....	Not recorded		Treacherous shale	8
(c) 296	.....	Not recorded		Treacherous shale	9
(c) 385	.....	Not recorded		Treacherous shale	10
				(c) The charges do not include tools and establishment, for which an addition of, say, 15 to 20 per cent. should be made to the figures given. Cost of faces is included. Probably charges for timber, etc., have not been exactly distributed; a safe rate for a completely lined tunnel would apparently be about Rs. 230 per foot.	
362	.....	1884	1886	Sandstone in hard and soft beds	11
359	.....	1884	1886	Soft sandstone with beds of soft earth	12
164	.....	.....	.....	Hard limestone. The frequent openings near the roof, as in some karezes, give the tunnel its name.	13
217	.....	.....	.....	Hard limestone	14
275	.....	.....	.....	Gravel with red clay. This was originally intended to be an open cutting, but owing to the difficulty of getting it out, it had to be arched over.	15
254	.....	.....	.....	Hard limestone	16
378	.....	.....	.....	Middle eocene gypsiferous deposits. This was originally intended to be an open cutting, but owing to the constant slips, etc., it was eventually covered in.	17
530	2·01 years	15th April 1889	September 1892	Lining practically completed on the 31st October 1894. Water bearing shales and layers of soft mud. The tunnel has been three-quarter lined throughout. (d) The cost of tunnel is Rs. 6,00,518 and that of lining (booked to the end of March, 1896, excluding supplementary figures for March 1896), Rs. 2,58,01.	18
296	0·34 year	December 1888	June 1890	Hard and soft shales with beds of mud. This is a cut and cover on 902 ft. radius	19
322	0·44 year	April 1889	November 1890	Through soft and hard water bearing shales on 819 ft. radius	20

[1] 1½ lakhs of rupees each, are not included in this statement.

STATEMENT

Cost and particulars of the important

Railway.	Serial No.	Name of tunnel.	Position of tunnel (nearest station).	Single or double line.	Gauge.	Length.					Total cost, including tools and plant.
						Unlined.	½ lined.	⅓ lined.	Completely lined.	Total.	
						Feet.	Feet.	Feet.	Feet.	Feet.	£
Great Indian Peninsula.	21	Thull Ghát tunnel No. 2.	Kására	Double	Standard	...	...	1,625	...	1,625	3,90,394
	22	Thull Ghát tunnel No. 4.	Kására	Double	Standard	628	...	85	...	713	1,15,170
	23	Thull Ghát tunnel No. 7.	Igatpuri	Double	Standard	1,461	...	...	...	1,461	1,77,255
	24	Thull Ghát tunnel No. 8.	Igatpuri	Double	Standard	1,247	...	...	...	1,247	1,52,325
	25	Thull Ghát tunnel No. 11	Igatpuri	Double	Standard	777	...	...	...	777	94,603
	26	Bágra	Bágra	Double	Standard	...	...	910	...	910	2,15,747
	27	Bhore Ghát tunnel No. 7	Palasdhari	Double	Standard	837	...	...	...	837	1,06,627
	28	Bhore Ghát tunnel No. 8	Palasdhari	Double	Standard	858	...	...	...	858	1,13,907
	29	Bhore Ghát tunnel No. 9	Thákurvádi	Double	Standard	825	...	...	...	825	1,08,677
	30	Bhore Ghát tunnel No. 13	Thákurvádi	Double	Standard	1,305	...	...	...	1,305	1,73,649
	31	Bhore Ghát tunnel No. 22	Reversing station	Double	Standard	828	...	...	...	828	1,12,982
	32	Bhore Ghát tunnel No. 23	Reversing station	Double	Standard	405	...	363	...	768	2,09,783
	33	Bhore Ghát tunnel No. 24	Reversing station	Double	Standard	975	...	48	...	1,023	1,50,352
Rajputana-Malwa.	34	Mhow Ghâts	Pátal Páni to Kálakhund.	Single	Standard	...	...	345	...	345	1,94,925
Southern Maratta.	35	Bear's Rock	Castle Rock	Double	Standard	...	...	...	471	471	3,63,600
	36	Castle Rock	Castle Rock	Double	Standard	...	...	...	1,242	1,242	9,08,615
	37	No. 2	Álandi	Single	Metre	630	...	...	...	630	1,53,963
	38	Nandicanama	Chelama	Single	Standard	...	...	...	1,527	1,527	4,41,418

N. B.—Tunnels under 660 feet in length, or costing less than

No. 3—*concluded.*

tunnels on the railways in India.

Cost, per foot run.	Time taken to drive heading.	Time taken to complete tunnel: From	To	Remarks giving nature of ground passed through, etc.	Serial No.
£					
240	4·75 years	February 1858	March 1864	Loose rock	21
162	3·58 years	December 1860	July 1864	Rock	22
121	4·08 years	March 1859	May 1864	Rock	23
122	5·08 years	July 1859	August 1864	Rock	24
122	3·17 years	February 1859	September 1863	Broken rock	25
237	...	About 6 years.		Hard rock with fissures	26
127	3·17 years	January 1857	December 1862	Trap rock	27
138	...	...	October 1862	Trap rock	28
132	5·25 years	October 1856	December 1862	Trap rock	29
133	5·08 years	October 1856	December 1862	Trap rock	30
136	4·25 years	May 1856	June 1862	Trap rock	31
273	4·00 years	August 1856	February 1862	Trap rock	32
147	3·75 years	January 1857	March 1861	Trap rock	33
565	Not known	1873	December 1877	Columnar basalt. It was originally intended that the line at this place should be in an open cutting, but owing to numerous slips, due to the existence of clay between the basaltic columns, it was found necessary to construct an arched covered way and fill in above with moorum.	34
772	About 2 years	April 1883	October 1889	Loam	35
732	About 3 years	April 1883	October 1889	Loam	36
244	About 2 years	1884	1886	Black trap rock	37
289	About 2½ years	1884	1890	Limestone rock	38

3½ lakhs of rupees each, are not included in this statement.

CHAPTER III.

STATISTICS OF INDIAN RAILWAYS, 1894 AND 1895.

REVIEW OF EXPENDITURE ON WORKING.

Summary of working expenses and their percentages on gross earnings.

The following is a summary of the total working expenses under main heads of account on Indian railways and their percentages on the gross earnings which (excluding steam-boat service) were ₹26,03,21,261* in 1895, compared with ₹25,30,80,073 * in 1894:

1894.			1895.		
	Working expenses.	Per cent. on gross earnings.		Working expenses.	Per cent. on gross earnings.
	₹			₹	
Maintenance . .	3,16,69,995	12·51	Maintenance . .	3,05,11,901	11·72
Locomotive . .	3,88,31,273	15·34	Locomotive . .	4,11,85,307	15·82
Carriage and wagon	1,11,66,526	4·41	Carriage and wagon .	1,07,37,155	4·12
Traffic . . .	1,91,06,571	7·55	Traffic . . .	1,96,37,516	7·54
General . . .	†1,25,14,534	4·95	General . . .	†1,26,09,426	4·84
Miscellaneous .	‡37,83,569	1·50	Miscellaneous .	‡36,11,138	1·39
TOTAL .	§11,77,15,560	46·50	TOTAL .	‖11,88,75,227	45·66

For the different gauges separately the figures were on the standard gauge lines.

1894.			1895.		
	Working expenses.	Per cent. on gross earnings.		Working expenses.	Per cent. on gross earnings.
	₹			₹	
Maintenance . .	2,42,95,692	12·90	Maintenance . .	2,30,18,634	11·86
Locomotive . .	2,80,80,636	14·90	Locomotive . .	3,00,15,680	15·47
Carriage and wagon	82,34,402	4·37	Carriage and wagon .	77,73,975	4·01
Traffic . . .	1,37,84,716	7·32	Traffic . . .	1,41,98,495	7·31
General . . .	†81,54,503	4·33	General . . .	†81,77,264	4·21
Miscellaneous .	‡31,59,074	1·68	Miscellaneous .	‡29,18,894	1·50
TOTAL .	§8,63,32,105	45·84	TOTAL .	‖8,66,85,426	44·67

On the metre gauge lines.*

1894.			1895.		
	Working expenses.	Per cent. on gross earnings.		Working expenses.	Per cent. on gross earnings.
	₹			₹	
Maintenance . .	71,73,869	11·31	Maintenance . .	73,12,357	11·29
Locomotive . .	1,05,13,317	16·59	Locomotive . .	1,04,25,091	16·86
Carriage and wagon .	28,67,454	4·51	Carriage and wagon .	28,86,988	4·46
Traffic . . .	51,90,903	8·18	Traffic . . .	53,02,252	8·18
General . . .	42,33,762	6·68	General . . .	42,02,438	6·64
Miscellaneous .	6,06,992	0·96	Miscellaneous .	6,70,553	1·04
TOTAL .	3,05,91,347	48·23	TOTAL .	3,14,05,679	48·47

* Excluding the West of India Portuguese and the Pondicherry railways.

† Including expenditure incurred direct by the State on state lines leased to companies. The figures for 1895 exclude credit on account of refund on the East Indian railway of overcharges by the Government Telegraph Department (₹5,06,762).

‡ Including one-fifth share of net earnings paid by the Tarkessur railway to the East Indian railway ₹39,067 for 1894 and ₹30,773 for 1895.

§ Including ₹6,30,303 paid by the North Western (state), the Great Indian Peninsula, and the Nizam's Guaranteed State railways as rent of leased lines, and ₹3,789 paid by the Kolar Gold-fields railway to the Madras railway for the use of rolling-stock, not included under any of the above heads.

‖ Including ₹5,82,484 paid by the North Western (state) and the Great Indian Peninsula railways as rent of leased lines, not included under any of the above heads.

On the special gauge lines :

1894.			1895.		
	Working expenses.	Per cent. on gross earnings.		Working expenses.	Per cent. on gross earnings.
	£			£	
Maintenance . .	2,00,434	15·39	Maintenance . .	1,80,910	12·27
Locomotive . .	2,47,300	18·98	Locomotive . .	2,44,536	16·58
Carriage and wagon .	69,670	5·35	Carriage and wagon .	76,192	5·17
Traffic . . .	1,30,952	10·05	Traffic . . .	1,36,769	9·28
General . . .	1,26,269	9·69	General . . .	1,29,724	8·80
Miscellaneous . .	17,503	1·34	Miscellaneous . .	15,991	1·08
TOTAL .	7,92,128	60·82	TOTAL .	7,84,122	53·18

2. In the appendices, pages ii to cxv, will be found full details, by half-years, of the working expenses on Indian railways for 1895. The following paragraphs briefly review the salient points connected with the expenses on working of the standard and metre gauge railways for the same period, as compared with 1894, on an annual basis.

Maintenance of way, works and stations.

Maintenance expenses per mean mile maintained (standard gauge).

3. During the year the total expenses on maintenance of way, works and stations of the standard gauge lines amounted to ₹2,30,18,634, or an average rate of ₹2,093 per mean mile maintained on the total mean mileage (miles 10,996·52)‡ of these lines; while in 1894 the expenses were, on the standard gauge lines, ₹2,42,95,692, giving an average of ₹2,271 per mean mile maintained on a total mean mileage of 10,699·16 miles.

Maintenance expenses per mean mile maintained (metre gauge).

4. Similarly, on the metre gauge lines* the total expenses on maintenance of way, works and stations amounted to ₹73,12,357, averaging ₹945 per mean mile maintained on the total mean mileage (miles 7,733·91) of these lines; the corresponding expenses in 1894 on metre gauge lines amounted to ₹71,73,869, or an average of ₹944 per mean mile maintained on a total mean mileage of 7,602·79 miles.

Maintenance expenses per mile of track, including sidings (standard gauge).

5. On the standard gauge lines the cost of maintenance per mile of track including sidings, is compared in the following table:

Serial number.	RAILWAY.	1894.		1895.	
		Mean age of line.	Cost per mile of track, including sidings.	Mean age of line.	Cost per mile of track, including sidings.
		Years.	£	Years.	£
I	East Indian, including— .	29·46	1,738	29·83	1,723
XXVII	Delhi-Umballa-Kalka .	3·84		4·34	
XXVIII	Tarkessur . . .	10·00		11·00	
II	Bengal-Nágpur . . .	6·27	1,163	7·27	906
III	Indian Midland, including— .	7·23	999	8·21	772‡
IV & XXXV	Bhopal-Itársi . . .	10·60		11·51	
XXXIII	Bina-Goona† . . .	...		0·67	
XXXIV	Bhopal-Ujjain† . .	...		0·14	
XII	North Western (state), including— .	16·03	2,114	16·71	1,835
XIII	Hyderabad-Shadipalli .	2·37		3·37	
XL	Rájpura-Bhátinda . .	5·94		6·94	
XLI	Jammu and Kashmir . .	4·80		5·80	

* Excluding the West of India Portuguese and the Pondicherry railways.
† Opened for traffic during 1895.
‡ Excluding the Bina-Goona railway for the first-half of 1895, which was maintained at the cost of capital during that period.

Maintenance expenses per mile of track, including sidings (standard gauge)—concld.

Serial number.	Railway.	1894.		1895.	
		Mean age of line.	Cost per mile of track, including sidings.	Mean age of line.	Cost per mile of track, including sidings.
		Years.	₹	Years.	₹
XIV	Oudh and Rohilkhand (state)	17·26	1,656	18·28	1,840
XV	Eastern Bengal (state)	25·04	1,831	25·97	1,499
XVI	Bengal Central	11·20	769	12·20	734
XVII	Calcutta Port Commissioners'	13·94	843	14·09	1,070
XVIII	East Coast (state)	1·05	1,079	1·94	782
XXIV	Great Indian Peninsula, including—	30·33		31·33	
VI	Wardha Coal	18·66		19·66	
VII	Dhond-Manmád	16·74	2,289	17·74	2,051
XXXI	Khámgaon	24·83		25·83	
XXXII	Amráoti	23·87		24·87	
XXV	Bombay, Baroda and Central India, including—	28·34		29·34	
V	Godhra-Rutlam-Nagda*	0·69	1,866	2·21	2,077
XXXVII	The Gaekwar's Petlád	4·66		5·66	
XXVI	Madras, including—	30·70	1,152	31·70	1,164
XXXVIII	Kolar Gold-fields†	0·59		1·59	
XXXVI	The Nizam's Guaranteed State, including—	12·02		13·02	
VIII	East Coast (state) (Bezwada extension)	5·89	1,341	6·89	1,358

The expenses on permanent-way per mile of track, including sidings, compare as follows:

Serial number.	Railway.	1894.	1895.
		₹	₹
I	East Indian, including—		
XXVII	Delhi-Umballa-Kalka	1,076	930
XXVIII	Tarkessur		
II	Bengal-Nágpur	536	317‖
III	Indian Midland, including—		
IV & XXXV	Bhopal-Itársi	573	471§
XXXIII	Bína-Goona‡		
XXXIV	Bhopal-Ujjain‡		
XII	North Western (state), including—		
XIII	Hyderabad-Shadipalli	757	780
XL	Rájpura-Bhátinda		
XLI	Jammu and Kashmir		
XIV	Oudh and Rohilkhand (state)	1,081	950
XV	Eastern Bengal (state)	584‖	536‖
XVI	Bengal Central	510	477
XVII	Calcutta Port Commissioners'	490	565
XVIII	East Coast (state)	557	425
XXIV	Great Indian Peninsula, including—		
VI	Wardha Coal	1,134	884
VII	Dhond-Manmád		
XXXI	Khámgaon		
XXXII	Amráoti		
XXV	Bombay, Baroda and Central India, including—	759	765§
V	Godhra-Rutlam-Nagda*		
XXXVII	The Gaekwar's Petlád		
XXVI	Madras, including—	419	440
XXXVIII	Kolar Gold-fields†		
XXXVI	The Nizam's Guaranteed State, including—	774	801
VIII	East Coast (state) (Bezwada extension)		

* Open section only.
† Opened for traffic during 1894.
‡ Opened for traffic during 1895.
§ Excluding the Bína-Goona railway for the first half of 1895, which was maintained at the cost of capital during that period.
‖ Approximate figures.

Maintenance expenses per mile of track, including sidings (metre gauge).

6. On the metre gauge lines the cost of maintenance per mile of track, including sidings, was :

Serial number.	Railway.	1894.		1895.	
		Mean age of line.	Cost per mile of track, including sidings.	Mean age of line.	Cost per mile of track, including sidings.
		Years.	£	Years.	£
XLIII	Bengal and North-Western—				
	Tirhoot section	10·87	697	11·87	695
	Company's section	9·12		10·12	
XLV	Rajputana-Malwa, including—	15·30		16·30	
XLVI	Pálanpur-Deesa	1·15	778	2·15	808
LXIII	The Gaekwar's Mehsána	4·82		5·82	
XLVIII	Oodeypore-Chitor*	...		0·42	
XLVII	Southern Mahratta, including—	8·42		9·42	
XLVIII	Guntakal-Mysore frontier	2·13		3·13	
XLIX	Mysore section	8·78	812	9·78	767
LXIV	Kolhápur	3·70		4·70	
LXV	Yesvantpur-Mysore frontier	1·59		2·59	
LXVI	Mysore-Nanjangúd	3·08		4·08	
L	South Indian, including—				
LI	Máyavaram-Mutupet†	14·37	876	15·37	931
LXXV	Pondicherry				
LII	Assam-Bengal*	...	...	0·50	327
LIII	Eastern Bengal (state)—				
	Northern and Behar sections (including the Kaunia-Dharlia, 2′ 6″ gauge, branch)	11·76	791	12·76	934
	Dacca section	9·48		10·48	
LIV	Burma (state)‡	8·70	1,371	8·70	1,155
LVII	Deoghur	11·88	728	12·88	783
LVIII	Rohilkund and Kumaon, including—	10·25	706	11·25	536
XLIV	Lucknow-Bareilly section	6·16		7·16	
LIX	Bengal Dooars	1·74	§ 139	2·74	461
LX	Dibru-Sadiya	10·99	1,097	11·99	1,177
LXVII	Jodhpore-Bickaneer—				
	Jodhpore section	5·38	323	6·38	357
	Bickaneer section	3·06	253	4·06	221
LXIX	Bhávnagar-Gondal-Junágarh-Porbandar, including—	10·43	970	11·43	1,005
LXX	Jetalsar-Rájkot	1·72		2·72	

The expenses on permanent-way per mile of track, including sidings, compare as follows :

Serial number.	Railway.	1894.	1895.
		£	£
XLIII	Bengal and North-Western—		
	Tirhoot section	324	342
	Company's section		
XLV	Rajputana-Malwa, including—		
XLVI	Pálanpur-Deesa		
LXIII	The Gaekwar's Mehsána	435	446‖
LXVIII	Oodeypore-Chitor*		
XLVII	Southern Mahratta, including—		
XLVIII	Guntakal-Mysore frontier		
XLIX	Mysore section	405	397
LXIV	Kolhápur		
LXV	Yesvantpur-Mysore frontier		
LXVI	Mysore-Nanjangúd		

* Opened for traffic during 1895.
† Opened for traffic during 1894.
‡ Including the statistics of the Mu Valley line, the open portion of which forms a part of the Burma (state) railway system.
§ Excluding the maintenance charges for the first-half of 1894 which were borne by capital.
‖ Approximate figures.

Expenses on permanent-way per mile of track, including sidings (metre gauge)—concld.

Serial number.	Railway.	1894.	1895.
		R	*R*
L	South Indian, including—		
LI	Máyavaram-Mutupet*	576	575
LXXV	Pondicherry		
LII	Assam-Bengal†	...	207
LIII	Eastern Bengal (state)—		
	Northern and Behar sections (including the Kaunia-Dharila, 2′ 6″ gauge, branch)	584‡	412‡
	Dacca section		
LIV	Burma (state)§	815	675
LVIII	Rohilkund and Kumaon, including—		
XLIV	Lucknow-Bareilly section	332	244
LIX	Bengal Doors	‖86	226
LX	Dibru-Sadiya	801	754
LXVII	Jodhpore-Bickaneer—		
	Jodhpore section	230	269
	Bickaneer section	194	178
LXIX	Bhávnagar-Gondal-Junágarh-Porbandar, including—		
LXX	Jetalsar-Rájkot	563	498

Maintenance expenses per 1,000 gross ton-miles (standard gauge).

7. The maintenance charges per 1,000 gross ton-miles of traffic, on the standard gauge lines, are shown in the following table:

Serial number.	Railway.	1894.		1895.	
		Ton-mileage per mean mile worked.	Cost of maintenance per 1,000 gross ton-miles.	Ton-mileage per mean mile worked.	Cost of maintenance per 1,000 gross ton-miles.
		Miles.	*R*	Miles.	*R*
I	East Indian, including—				
XXVII	Delhi-Umballa-Kalka	2,172,511	1·18	2,222,242	1·14
XXVIII	Tarkessur				
II	Bengal-Nágpur	697,289	1·85	687,071	1·47
III	Indian Midland, including—				
IV & XXXV	Bhopal-Itársi	662,331	1·67	534,739	1·57¶
XXXIII	Bina-Goona†				
XXXIV	Bhopal-Ujjain†				
XII	North Western (state), including—				
XIII	Hyderabad-Shadipalli	1,173,830	2·21	1,220,916	1·85
XL	Rájpura-Bhátinda				
XLI	Jammu and Kashmir				
XIV	Oudh and Rohilkhand (state)	1,235,394	1·54	1,197,347	1·76
XV	Eastern Bengal (state), including—	1,567,002	1·24	1,663,690	1·15
XVI	Bengal Central				
XVIII	East Coast (state)	518,101	2·42	547,579	1·65
XXIV	Great Indian Peninsula, including—				
VI	Wardha Coal	1,738,072	1·96	1,631,887	1·87
VII	Dhond-Manmád				
XXXI	Khamgáon				
XXXII	Amráoti				
XXV	Bombay, Baroda and Central India, including—	1,773,521	1·40	1,841,572	1·49
V	Godhra-Rutlam-Nagda**				
XXXVII	The Gaekwar's Petlád				
XXVI	Madras, including—	820,781	1·70	874,414	1·62
XXXVIII	Kolar Gold-fields*				
XXXVI	The Nizam's Guaranteed State, including—	631,732	2·30	721,734	2·04
VIII	East Coast (state) (Bezwada extension)				

* Opened for traffic during 1894.
† Opened for traffic during 1895.
‡ Approximate figures.
§ Including the statistics of the Mu Valley line, the open portion of which forms a part of the Burma (state) railway system.
‖ Excluding expenses for the first-half of 1894 which were borne by capital.
¶ Excluding the Bina-Goona railway for first-half of 1895, which was maintained at the cost of capital during that period.
** Open section only.

Maintenance expenses per 1,000 gross ton-miles (metre gauge).

8. On the metre gauge lines the maintenance charges per 1,000 gross ton-miles of traffic were:

Serial number.	Railway.	1894.		1895.	
		Ton-mileage per mean mile worked.	Cost of maintenance per 1,000 gross ton-miles.	Ton-mileage per mean mile worked.	Cost of maintenance per 1,000 gross ton-miles.
		Miles.	₹	Miles.	₹
XLIII	Bengal and North-Western—				
	Tirhoot section	440,811	1·78	455,583	1·72
	Company's section				
XLV	Rajputana-Malwa, including—				
XLVI	Pálanpur-Deesa	878,157	1·02	772,627	1·20
LXIII	The Gaekwar's Mehsána				
LXVIII	Oodeypore-Chitor*				
XLVII	Southern Mahratta, including—				
XLVIII	Guntakal-Mysore frontier				
XLIX	Mysore section	340,000	2·61	376,476	2·23
LXIV	Kolhápur				
LXV	Yesvantpur-Mysore frontier				
LXVI	Mysore-Nanjangód				
L	South Indian, including—				
LI	Máyavaram-Mutupet†	470,849	2·09	507,853	2·06
LXXV	Pondicherry				
LII	Assam-Bengal*	...	...	‡	‡
LIII	Eastern Bengal (state)—				
	Northern and Behar sections (including the Kaunia-Dharlla, 2′ 6″ gauge, branch)	481,667	1·90	511,408	2·11
	Dacca section				
LIV	Burma (state) §	513,718	3·13	531,401	2·71
LVIII	Rohilkund and Kumaon, including—	366,278	2·06	293,518	1·94
XLIV	Lucknow-Bareilly section				
LXVII	Jodhpore-Bickaneer—				
	Jodhpore section	188,508	1·76	159,568	2·30
	Bickaneer section	106,650	2·42	109,667	2·07
LXIX	Bhávnagar-Gondal-Junágarh-Porbandar, including—	242,556	4·43	253,988	4·34
LXX	Jetalsar-Rájkot				

Locomotive expenses.

Locomotive expenses per train-mile (standard gauge).

9. The locomotive expenses on the standard gauge lines ‖ open for traffic amounted to ₹2,99,85,606 on a train-mileage of 44,890,493, giving an average cost of 10·69 annas per train-mile, while in 1894 the expenditure was, on standard gauge lines‖, ₹2,80,33,458 on a train-mileage of 44,174,236, or an average of 10·15 annas per train-mile.

Locomotive expenses per train-mile (metre gauge).

10. On the metre gauge lines¶ open for traffic during the year the total expenses were ₹1,09,35,247, the train-mileage 20,436,884, and the average cost per train-mile 8·56 annas; corresponding figures for the metre gauge lines¶ open for traffic in 1894 being, total expenses ₹1,05,23,347, train-mileage 20,598,426, and average cost per train-mile 8·17 annas.

* Opened for traffic during 1895.
† Opened for traffic during 1894.
‡ The line having been recently opened for traffic, reliable statistics are not available.
§ Including the statistics of the Mu Valley line, the open portion of which forms a part of the Burma (state) railway system.
‖ Excluding the Calcutta Port Commissioners' railway.
¶ Excluding the West of India Portuguese railway.

Locomotive expenses per train-mile (standard gauge).

11. The locomotive expenses per train-mile, on the standard gauge lines, are shown in the table below:

Serial number.	Railway.	1894. Consumption of fuel, in terms of Kurhurbaree coal, per train-mile.	1894. Average cost of fuel per ton. *	1894. Train-mileage per mean mile worked.	1894. Locomotive expenses per train-mile.	1895. Consumption of fuel, in terms of Kurhurbaree coal, per train-mile.	1895. Average cost of fuel per ton. *	1895. Train-mileage per mean mile worked.	1895. Locomotive expenses per train-mile.
		lbs.	R	Miles.	Ans.	lbs.	R	Miles.	Ans.
I	East Indian, including—								
XXVII	Delhi-Umballa-Kalka	53·67	1·91	5,874	6·44	56·71	2·26	6,036	6·75
XXVIII	Tarkessur								
II	Bengal-Nágpur	46·71	2·84	1,864	8·34	48·18	3·62	1,819	8·92
III	Indian Midland, including—								
IV&XXXV	Bhopal-Itársi	49·01	7·70	2,062	10·37	49·60	7·38	1,723	10·95
XXXIII	Bína-Goona†								
XXXIV	Bhopal-Ujjain†								
XII	North Western (state), including—								
XIII	Hyderabad-Shadipalli	47·36	13·25	3,630	11·85	45·39	14·07	3,670	12·34
XL	Rájpura-Bhátinda								
XLI	Jammu and Kashmir								
XIV	Oudh and Rohilkhand (state)	41·89	9·53	3,964	6·92	42·08	9·32	3,740	7·15
XV	Eastern Bengal (state), including—	45·27	5·58‖	5,394	6·38	46·82	5·72‖	5,505	6·73
XVI	Bengal Central								
XVIII	East Coast (state)	68·90	9·45	1,801	14·50	58·64	8·72	1,823	13·42
XXIV	Great Indian Peninsula, including—								
VI	Wardha Coal	42·38	9·50	6,156	13·02	44·24	9·95	5,873	13·63
VII	Dhond-Manmád								
XXXI	Khámgaon								
XXXII	Amráoti								
XXV	Bombay, Baroda and Central India, including—								
V	Godhra-Rutlam-Nagda‡	56·21	17·04	4,815	14·47	59·44	16·31‖	4,910	16·70
XXXVII	The Gaekwar's Petlád								
XXVI	Madras, including—	46·24	14·14	3,004	12·15	47·83	13·28	3,026	12·96
XXXVIII	Kolar Gold-fields§								
XXXVI	The Nizam's Guaranteed State, including—								
VIII	East Coast (state) (Bezwada extension).	56·56	4·60	1,896	9·41	49·93	4·67	2,142	9·87

Locomotive expenses per train-mile (metre gauge).

12. On the metre gauge lines the locomotive expenses per train-mile were:

Serial number.	Railway.	1894. Consumption of fuel, in terms of Kurhurbaree coal, per train-mile.	1894. Average cost of fuel per ton. *	1894. Train-mileage per mean mile worked.	1894. Locomotive expenses per train-mile.	1895. Consumption of fuel in terms of Kurhurbaree coal, per train-mile.	1895. Average cost of fuel per ton. *	1895. Train-mileage per mean mile worked.	1895. Locomotive expenses per train mile.
		lbs.	R	Miles.	Ans.	lbs.	R	Miles.	Ans.
XLIII	Bengal and North-Western—								
	Tirhoot section	29·46	6·00	2,234	4·43	28·70	6·73	2,297	4·39
	Company's section								
XLV	Rajputana-Malwa, including—								
XLVI	Pálanpur-Deesa	31·75	18·01‖	4,051	8·94	34·65	18·01‖	3,550	10·14
LXIII	The Gaekwar's Mehsána								
LXVIII	Oodeypore-Chitor†								
XLVII	Southern Mahratta, including—								
XLVIII	Guntakal Mysore frontier								
XLIX	Mysore section	32·47	9·86	2,079	8·76	33·89	8·89	2,151	8·58
LXIV	Kolhápur								
LXV	Yesvantpur-Mysore frontier								
LXVI	Mysore-Nanjangúd								

* Calculated on the actual weight of fuel used during the year.
† Opened for traffic during 1895.
‡ Open section only.
§ Opened for traffic during 1894.
‖ Approximate figures.

Locomotive expenses per train-mile (metre gauge)—concld.

Serial number.	Railway.	1894. Consumption of fuel, in terms of Karhur-baree coal, per train-mile.	1894. Average cost of fuel per ton. *	1894. Train-mileage per mean mile worked.	1894. Locomotive expenses per train-mile.	1895. Consumption of fuel, in terms of Karhur-baree coal, per train-mile.	1895. Average cost of fuel per ton. *	1895. Train-mileage per mean mile worked.	1895. Locomotive expenses per train-mile.
		lbs.	₹	Miles.	Ans.	lbs.	₹	Miles.	Ans.
L	South Indian, including—								
LI	Mâyavaram-Mutupett	30·86	13·63	2,986	8·74	29·04	14·55	3,149	8·87
LXXV	Pondicherry								
LII	Assam-Bengal†	...	...	...	....	31·68	14·00	2,479	6·40
LIII	Eastern Bengal (state)—								
	Northern and Behar sections (including the Kaunia-Dharlla, 2′ 6″ gauge, branch).	29·90	**	2,830	5·45	29·61	**	2,948	5·33
	Dacca section		7·79				7·51		
LIV	Burma (state) §	30·63	12·06	2,566	9·76	33·90	13·23	2,633	10·36
LVII	Deoghur	40·93	‖	2,902	6·50	46·46	5·85	2,476	6·78
LVIII	Rohilkund and Kumaon, including—								
	Lucknow-Bareilly section	33·84	9·20	1,910	5·73	33·69	10·01	1,652	6·21
LIX	Bengal Dooars	27·98	21·16	1,462	7·90	29·81	17·41	1,068	7·55
LX	Dibru-Sadiya	30·58	8·48	2,380	5·94	42·42	8·50	2,335	6·20
LXVII	Jodhpore-Bickaneer—								
	Jodhpore section	28·44	23·60	1,038	9·00	28·25	24·53	985	8·04
	Bickaneer section	27·06	23·54	735	8·66	27·35	24·34	738	7·83
LXIX	Bhávnagar-Gondal-Jundgarh-Porbandar, including—	26·73	22·09	1,534	8·00	29·71	21·76	1,583	8·25
LXX	Jetalsar-Rájkot								

Locomotive expenses per 1,000 gross ton-miles (standard gauge).

13. The locomotive expenses, on the standard gauge lines, based on the cost per 1,000 gross ton-miles hauled, give the following results:

Serial number.	Railway.	1894. Consumption of fuel, in terms of Karhur-baree coal, per 1,000 gross ton-miles.	1894. Ton-mileage hauled per mean mile worked.	1894. Locomotive expenses per 1,000 gross ton-miles.	1895. Consumption of fuel, in terms of Karhur-baree coal, per 1,000 gross ton-miles.	1895. Ton-mileage hauled per mean mile worked.	1895. Locomotive expenses per 1,000 gross ton-miles.
		lbs.	Miles.	₹	lbs.	Miles.	₹
I	East Indian, including—						
XXVII	Delhi-Umbala-Kalka	145·11	2,172,511	1·09	154·03	2,222,242	1·15
XXVIII	Tarkessur						
II	Bengal-Nágpur	124·88	697,289	1·39	127·58	687,071	1·48
III	Indian Midland, including—						
IV & XXXV	Bhopal-Itársi	152·53	662,331	2·02	159·86	534,739	2·21
XXXIII	Bina-Goonat						
XXXIV	Bhopal-Ujjain†						
XII	North Western (state), including—						
XIII	Hyderabad-Shadipalli	146·44	1,173,830	2·29	136·45	1,220,916	2·32
XL	Rájpura-Bhátinda						
XLI	Jammu and Kashmir						
XIV	Oudh and-Rohilkund (state)	134·39	1,235,394	1·36	131·44	1,197,347	1·40
XV	Eastern Bengal (state), including—	153·81	1,567,002	1·36	154·91	1,663,896	1·39
XVI	Bengal Central	239·53	518,101	3·16	289·72	547,579	3·79
XVII	East Coast (state)						
XXIX	Great Indian Peninsula, including—						
VI	Wardha Coal	150·11	1,738,072	2·88	159·21	1,631,887	3·07
VII	Dhond-Manmád						
XXXI	Khámgaon						
XXXII	Amráoti						
XXV	Bombay, Baroda and Central India, including—						
V	Godhra-Ratlam-Nagda¶	150·64	1,773,521	2·48	158·58	1,841,572	2·78
XXXVII	The Gaekwar's Pellád						
XXVI	Madras, including—						
XXXVIII	Kolar Gold-fields†	169·27	820,781	2·78	165·51	874,414	2·80
XXXVI	The Nizam's Guaranteed State, including—						
VIII	East Coast (state) (Bezwada extension).	169·71	631,732	1·76	148·15	721,734	1·83

* Calculated on the actual weight of fuel used during the year.
† Opened for traffic during 1894.
‡ Opened for traffic during 1895.
§ Including the statistics of the Mu Valley line, the open portion of which forms a part of the Burma (state) railway system.
‖ Information not available.
¶ Opened section only.
** Approximate figures.

Locomotive expenses per 1,000 gross ton-miles (metre gauge).

14. For the metre gauge lines a similar comparison gives:

Serial number.	Railway.	1894.			1895.		
		Consumption of fuel, in terms of Kurhurbaree coal, per 1,000 gross ton-miles.	Ton-mileage hauled per mean mile worked.	Locomotive expenses per 1,000 gross ton-miles.	Consumption of fuel, in terms of Kurhurbaree coal, per 1,000 gross ton-miles.	Ton-mileage hauled per mean mile worked.	Locomotive expenses per 1,000 gross ton-miles.
		lbs.	Miles.	₹	lbs.	Miles.	₹
XLIII	Bengal and North-Western—Tirhoot section / Company's section	149·27	440,821	1·40	144·69	455,583	1·38
XLV, XLVI, LXIII, LXVIII	Rajputana-Malwa, including—Pálanpur-Deesa / The Gaekwar's Mehsána / Oodeypore-Chitor*	146·47	878,157	2·58	159·21	772,627	2·91
XLVII, XLVIII, XLIX, LXIV, LXV, LXVI	Southern Mahratta, including—Guntakal-Mysore frontier / Mysore section / Kolhápur / Yesvantpur-Mysore frontier / Mysore-Nanjangód	198·51	340,000	3·35	193·68	376,476	3·06
L, LI, LXXV	South Indian, including—Mayavaram-Mutupet† / Pondicherry	195·76	470,849	3·46	179·60	507,853	3·43
LII	Assam-Bengal*	..	...	...	‡	‡	‡
LIII	Eastern Bengal (state)—Northern and Behar sections (including the Kaunia-Dharla, 2' 6" gauge, branch) / Dacca section	175·69	481,667	2·00	177·61	511,408	1·92
LIV	Burma (state)§	153·00	513,718	3·05	167·96	531,401	3·21
LVIII, XLIV	Rohilkund and Kumaon, including—Lucknow-Bareilly section	176·49	366,278	1·87	189·58	293,518	2·18
LXVII	Jodhpore-Bickaneer—Jodhpore section / Bickaneer section	156·59 / 186·49	188,508 / 106,650	3·10 / 3·73	163·72 / 184·04	159,568 / 109,667	2·91 / 3·29
LXIX, LXX	Bhávnagar-Gondal-Junágarh-Porbandar, including—Jetalsar-Rájkot	168·53	242,556	3·16	184·46	253,988	3·20

Locomotive expenses: cost of fuel.

15. The average prices of coal per ton varying—as will be noticed from the foregoing paragraphs—from R1·91 on the East Indian railway to R23·60 on the Jodhpore section of the Jodhpore-Bickaneer railway in 1894 and from R2·26 on the East Indian railway to R24·53 on the Jodhpore section of the Jodhpore-Bickaneer railway in 1895, render any comparison of working on the different lines on the basis of locomotive cost very misleading. A better comparison can be made if the cost of fuel be deducted from the locomotive expenses per 1,000 gross ton-miles, as in the following tables:

* Opened for traffic during 1895.
† Opened for traffic during 1894.
‡ The line having been recently opened for traffic, reliable statistics are not available.
§ Including the statistics of the Mu Valley line, the open portion of which forms a part of the Burma (state) railway system.

Locomotive expenses per 1,000 gross ton-miles, excluding cost of fuel (standard gauge).

16. Excluding the cost of fuel the locomotive expenses on the standard gauge lines compare as follows:

Serial number.	Railway.	1894.	1895.
		R	*R*
I	East Indian, including—		
XXVII	Delhi-Umballa-Kalka	0·96	0·99
XXVIII	Tarkessur		
II	Bengal-Nágpur	1·20	1·24
III	Indian Midland, including—		
IV & XXXV	Bhopal-Itársi	1·34	1·53
XXXIII	Bína-Goona*		
XXXIV	Bhopal Ujjain*		
XII	North Western (state), including—		
XIII	Hyderabad-Shadipalli	1·37	1·36
XL	Rájpura-Bhátinda		
XLI	Jammu and Kashmir		
XIV	Oudh and Rohilkhand (state)	0·81	0·85
XV	Eastern Bengal (state), including—	0·91†	0·86†
XVI	Bengal Central		
XVIII	East Coast (state)	2·11	2·00
XXIV	Great Indian Peninsula, including—		
VI	Wardha Coal	2·05	2·24
VII	Dhond-Manmád		
XXXI	Khámgaon		
XXXII	Amráoti		
XXV	Bombay, Baroda and Central India, including—		
V	Godhra-Rutlam Nagda‡	1·53	1·66†
XXXVII	The Gaekwar's Petlád		
XXVI	Madras, including—	1·71	1·74
XXXVIII	Kolar Gold-fields§		
XXXVI	The Nizam's Guaranteed State, including—	1·39	1·46
VIII	East Coast (state) (Bezwada extension)		

Locomotive expenses per 1,000 gross ton-miles, excluding cost of fuel (metre gauge).

17. The locomotive expenses, excluding the cost of fuel, of the metre gauge lines were:

Serial number.	Railway.	1894.	1895.
		R	*R*
XLIII	Bengal and North-Western—		
	Tirhoot section	1·00	0·95
	Company's section		
XLV	Rajputana-Malwa, including—		
XLVI	Pálanpur-Deesa	1·46	1·69†
LXIII	The Gaekwar's Mehsána		
LXVIII	Oodeypore Chitor*		
XLVII	Southern Mahratta, including—		
XLVIII	Guntakal-Mysore frontier		
XLIX	Mysore section	2·40	2·20
LXIV	Kolhápur		
LXV	Yesvantpur-Mysore frontier		
LXVI	Mysore-Nanjangúd		
L	South Indian, including—		
LI	Máyavaram-Mutupet§	2·02	1·94
LXXV	Pondicherry		
LII	Assam Bengal*	...	‖
LIII	Eastern Bengal (state)—		
	Northern and Behar sections (including the Kaunia-Dharlla, 2′ 6″ gauge, branch)	1·33†	1·25†
	Dacca section		
LIV	Burma (state)¶	2·09	2·03
LVIII	Rohilkund and Kumaon, including—		
XLIV	Lucknow-Bareilly section	1·14	1·34
LXVII	Jodhpore-Bickaneer—		
	Jodhpore section	1·45	1·33
	Bickaneer section	1·77	1·53
LXIX	Bhávnagar-Gondal-Junágarh Porbandar, including —	1·83	1·76
LXX	Jetalsar-Rájkot		

* Opened for traffic during 1895.
† Approximate figures.
‡ Open section only.
§ Opened for traffic during 1894.
‖ The line having been recently opened for traffic, reliable statistics are not available.
¶ Including the statistics of the Mu Valley line, the open portion of which forms a part of the Burma (state) railway system.

Carriage and wagon expenses.

Carriage and wagon expenses per 1,000 home vehicle-miles (standard gauge).

18. The carriage and wagon expenses for the standard gauge lines open for traffic, based on the cost per 1,000 home vehicle-miles, are shown in the following table:

Serial number.	Railway.	1894.				1895.			
		Total vehicle-mileage.	Average mileage per coaching vehicle.	Average mileage per goods vehicle.	Carriage and wagon expenses per 1,000 home vehicle-miles.	Total vehicle-mileage.	Average mileage per coaching vehicle.	Average mileage per goods vehicle.	Carriage and wagon expenses per 1,000 home vehicle-miles.
		Miles.	Miles.	Miles.	£	Miles.	Miles.	Miles.	£
I XXVII	East Indian, including— Delhi-Umballa-Kalka	284,949,903	63,198	22,277	4·73	289,501,648	64,254	21,427	5·27
XXVIII	Turkestan								
II	Bengal-Nagpur	62,087,455	38,947	14,432	3·27	59,628,253	38,732 †	13,502 †	4·34
III IV & XXV XXXIII XXXIV	Indian Midland, including— Bhopal-Itarsi Bina-Goona* Bhopal-Ujjain*	35,676,629	29,927	11,118	6·89	37,148,127	31,062	9,199	7·93
XII	North Western (state), including—								
XIII	Hyderabad-Shadipalli	227,269,665	30,771	16,166	9·37	227,021,372	32,303	15,957	7·31
XL	Rajpura-Bhatinda								
XLI	Jammu- and Kashmir								
XIV	Oudh and Rohilkhand (state)	72,412,848	38,734	11,319	8·51	70,246,839	49,289	10,364	9·32
XV	Eastern Bengal (state), including—	43,006,586	34,639	12,562	10·14	46,536,831	38,126	13,800	7·62
XVI	Bengal Central								
XVII	East Coast (state)	8,841,527	31,304	6,595	6·37	12,006,595	28,585	6,067	5·80
XXIV	Great Indian Peninsula, including—								
VI	Wardha Coal	158,397,008	39,846	13,281	10·85	156,683,661	31,451	12,892	10·27
VII	Dhond-Manmad								
XXXI	Khamgaon								
XXXII	Amraoti								
XXV	Bombay, Baroda and Central India, including—	68,321,204	41,417	12,459	8·62	73,690,383	42,990	12,629	8·44
V	Godhra-Ratlam-Nagda‡								
XXXVII	The Gaekwar's Petlad								
XXVI	Madras, including—	48,801,804	29,196	10,635	14·71	52,636,021	29,143	11,502	11·43
XXXVIII	Kolar Gold-fields‡								
XXXVI	The Nizam's Guaranteed State, including—								
VIII	East Coast (state) (Bezwada extension)	13,988,469	33,087	12,246	7·03	15,353,918	44,511	12,904	9·81

Carriage and wagon expenses per 1,000 home vehicle-miles (metre gauge).

19. On the metre gauge lines the carriage and wagon expenses, based on the cost per 1,000 home vehicle-miles, were:

Serial number.	Railway.	1894.				1895.			
		Total vehicle-mileage.	Average mileage per coaching vehicle.	Average mileage per goods vehicle.	Carriage and wagon expenses per 1,000 home vehicle-miles.	Total vehicle-mileage.	Average mileage per coaching vehicle.	Average mileage per goods vehicle.	Carriage and wagon expenses per 1,000 home vehicle-miles.
		Miles.	Miles.	Miles.	£	Miles.	Miles.	Miles.	£
XLIII	Bengal and North-Western—								
	Tirhoot section	44,321,306	49,840	9,435	2·85	46,047,093	46,641	10,278	3·27
	Company's section								
XLV	Rajputana-Malwa, including—								
XLVI	Pilanpur-Deesa								
LXIII	The Gaekwar's Mehsana	171,406,417	29,129	17,314	3·92	154,102,070	30,338	14,721	6·35
LXVIII	Godeypore-Chitor*								
XLVII	Southern Mahratta, including—								
XLVIII	Guntakal-Mysore frontier								
XLIX	Mysore section	61,229,097	23,652	8,476	6·19	67,935,719	25,427	9,561	6·23
LXIV	Kolhapur								
LXV	Yesvantpur-Mysore frontier								
LXVI	Mysore-Nanjangud								

* Opened for traffic during 1895.
† The figures for the Bina-Goona railway for the first half of 1895 are approximate.
‡ Open section only.
§ Opened for traffic during 1894.

Carriage and wagon expenses per 1,000 home vehicle-miles (metre gauge)—concld.

Serial number.	Railway.	1894. Total vehicle-mileage.	1894. Average mileage per coaching vehicle.	1894. Average mileage per goods vehicle.	1894. Carriage and wagon expenses per 1,000 home vehicle-miles.	1895. Total vehicle-mileage.	1895. Average mileage per coaching vehicle.	1895. Average mileage per goods vehicle.	1895. Carriage and wagon expenses per 1,000 home vehicle-miles.
		Miles.	Miles.	Miles.	*R*	Miles.	Miles.	Miles.	*R*
L	South Indian, including—	58,985,479	33,220	9,109	10·79	61,887,464	31,092	9,041	9·96
LJ	Máyavaram-Mutupet*								
LXXV	Pondicherry								
LII	Assam-Bengal†	...	...	...	...	1,318,410	19,759	1,794	8·28
LIII	Eastern Bengal (state)—								
	Northern and Behár sections (including the Katnia-Dhardia, 2′ 6″ gauge, branch)	39,514,501	34,675	11,458	3·60	41,796,735	40,899	11,726	3·86
	Dacca section								
LIV	Burma (state)†	46,140,705	27,213	8,150	8·52	49,084,910	32,886	8,288	7·08
LVIII	Rohilkund and Kumaon, including—	14,077,596	27,693	14,066	3·49	11,543,537	26,170	10,632	4·73
	Lucknow-Bareilly section								
LXVII	Jodhpore-Bikaneer—								
	Jodhpore section	6,819,252	38,337	17,230	2·07	6,252,657	38,408	14,280	6·48
LXIX	Bikaneer section	494,649			2·62	510,249			10·21
	Bhávnagar-Gondal-Junágarh-Porbandar, including—								
LXX	Jetalsar-Rájkot	12,419,270	26,012	7,514	4·66	12,780,966	28,005	7,839	4·46

Traffic expenses.

Traffic expenses per train-mile (standard gauge).

20. The traffic expenses per train-mile, on the standard gauge lines, are shown in the following table:

Serial number.	Railway.	1894. Train-mileage per mean mile worked.	1894. Average distance between stations.	1894. Traffic expenses per train-mile.	1895. Train-mileage per mean mile worked.	1895. Average distance between stations.	1895. Traffic expenses per train-mile.
		Miles.	Miles.	Ans.	Miles.	Miles.	Ans.
I	East Indian, including—						
XXVII	Delhi-Umballa-Kalka	5,874	7·96	4·51	6,036	7·19	4·45
XXVIII	Tarkessur						
Ik	Bengal-Nágpur	1,864	9·67	4·99	1,819	9·26	5·47
III	Indian Midland, including—						
IV & XXXV	Bhopal-Itárai	2,062	7·73	5·05	1,723	7·57	5·48
XXXIII	Bina-Goonáh†						
XXXIV	Bhopal-Ujjain†						
XII	North Western (state), including—						
XIII	Hyderabad-Shadipalli	3,630	7·51	4·32	3,670	7·62	4·60
XL	Rájpura-Bhátinda						
XLI	Jammu and Kashmir						
XIV	Oudh and Rohilkhand (state)	3,964	6·81	4·00	3,740	6·70	4·30
XV	Eastern Bengal (state)	6,878	3·71	7·48	6,967‡	3·51	7·46
XVI	Bengal Central	2,445	5·00	5·72	2,594	5·00	6·36
XVIII	East Coast (state)	1,801	7·70	7·23	1,823	6·78	5·41
XXIV	Great Indian Peninsula, including—						
VI	Wardha Coal	6,156	6·90	5·42	5,873	6·90	5·37
VII	Dhond-Manmád						
XXXI	Khámgaon						
XXXII	Amráoti						
XXV	Bombay, Baroda and Central India, including—						
V	Godhra-Rutlam-Nagda§	4,815	6·21	5·75	4,910	5·84	5·90
XXXVII	The Gaekwar's Petlád						
XXVI	Madras, including—	3,004	5·78	5·53	3,026	5·59	5·26
XXXVIII	Kolar Gold-fields*						
XXXVI	The Nizam's Guaranteed State, including—						
VIII	East Coast (state) (Bezwada extension).	1,896	8·82	5·56	2,142	8·21	5·25

* Opened for traffic during 1894.
† Opened for traffic during 1895.
‡ Including the statistics of the Mu Valley line, the open portion of which forms a part of the Burma (state) railway.
§ Open section only.

Traffic expenses per train-mile (metre gauge).

21. On the metre gauge lines traffic expenses per train mile were:

Serial number.	Railway.	1894.			1895.		
		Train-mileage per mean mile worked.	Average distance between stations.	Traffic expenses per train-mile.	Train-mileage per mean mile worked.	Average distance between stations.	Traffic expenses per train-mile.
XLIII	Bengal and North-Western— Tirhoot section . . Company's section . .	Miles 2,234	Miles. 5·95	Ans. 4·17	Miles. 2,297	Miles. 5·91	Ans. 4·06
XLV	Rajputana-Malwa, including—						
XLVI	Pálanpur-Deesa						
LXIII	The Gaekwar's Mehsána	4,051	7·22	3·47	3,550	7·91	3 87
LXVIII	Oodeypore-Chitor* . .						
XLVII	Southern Mahratta, including—						
XLVIII	Guntakal-Mysore frontier						
XLIX	Mysore section . .	2,079	7·61	4·13	2,151	7·61	4·13
LXIV	Kolhápur . .						
LXV	Yesvantpur-Mysore frontier						
LXVI	Mysore-Nanjangúd						
L	South Indian, including—						
LI	Máyavaram-Mutupet†	2,986	6·72	3·51	3,144	6·65	3·47
LXXV	Pondicherry						
LII	Assam-Bengal* . . .	...	...	...	2,480	6·48	4·61
LIII	Eastern Bengal (state)—						
	Northern and Behar sections (including the Kaunia-Dharlla, 2' 6" gauge, branch).	2,830	6·88	4·68	2,948	6·80	4·56
	Dacca section						
LIV	Burma (state)‡ . . .	2,566	6·43	6·00	2,633	6·67	5·66
LVII	Deeghur.	2,902	4·79	6·06	2,476	4·79	6·71
LVIII	Rohilkund and Kumaon, including—	1,910	6·79	3·98	1,651	6·63	4·32
XLIV	Lucknow-Bareilly section						
LIX	Bengal Dooars. . . .	1,462	4·04	6·44	1,068	4·61	8·47
LX	Dibru-Sadiya	2,380	5·96	3·20	2,335	5·50	3·64
LXVII	Jodhpore-Bickaneer—						
	Jodhpore section . .	1,038	8·90	2·72	925	9·16	3·13
	Bickaneer section . .	735	14·50	3·01	738	14·50	3·26
LXIX	Bhávnagar-Gondal-Junágarh-Porbandar, including—	1,534	6·91	5·68	1,583	6·90	5·60
LXX	Jetalsar-Rájkot						

* Opened for traffic during 1895.
† Opened for traffic during 1894.
‡ Including the statistics of the Mu Valley line, the open portion of which forms a part of the Burma (state) railway system.

General charges.

General charges, percentage on gross earnings (standard and metre gauges).

22. The general charges, both of the standard and metre gauge lines, may fairly be compared on one basis, *viz.*, that of percentage on gross earnings, excluding steam-boat service. Taking the lines on one list the charges vary as follows:

Serial number.	Railway.	1894. Gross earnings, excluding steam-boat service, per mean mile worked.	1894. General charges, per cent. on gross earnings, excluding steam-boat service.	1895. Gross earnings, excluding steam-boat service, per mean mile worked.	1895. General charges, per cent. on gross earnings, excluding steam-boat service.
	Standard gauge.	*R*	Per cent.	*R*	Per cent.
I	East Indian, including—				
XXVII	Delhi-Umballa-Kalka	29,176	3·54	29,283	3·29
XXVIII	Tarkessur				
II	Bengal-Nágpur	7,759	9·41	7,972	9·60
III	Indian Midland, including—				
IV & XXXV	Bhopal-Itársi	7,647	8·80	6,107	10·24
XXXIII	Bina-Goona*				
XXXIV	Bhopal-Ujjain*				
XII	North Western (state), including—				
XIII	Hyderabad-Shadipalli	12,852	3·78	13,894	3·46
XL	Rájpara-Bhátinda				
XLI	Jammu and Kashmir				
XIV	Oudh and Rohilkhand (state)	13,618	3·85	12,914	4·07
XV	Eastern Bengal (state)	32,273	3·75	33,766	3·48
XVI	Bengal Central	6,561	13·12	7,579	12·35
XVII	Calcutta Port Commissioners'	51,989	3·89	45,435	5·61
XVIII	East Coast (state)	5,027	9·16	4,702	8·77
XXIV	Great Indian Peninsula, including—				
VI	Wardha Coal	24,343	3·85	22,674	4·05
VII	Dhond-Manmád				
XXXI	Khámgaon				
XXXII	Amráoti				
XXV	Bombay, Baroda and Central India, including—				
V	Godhra-Rutlam-Nagda†	30,837	3·62	31,774	3·27
XXXVII	The Gaekwar's Petlád				
XXVI	Madras, including—				
XXXVIII	Kolar Gold-fields‡	12,393	5·48	13,379	5·13
XXXVI	The Nizam's Guaranteed State, including—				
VIII	East Coast (state) (Bezwada extension).	9,182	9·01	9,617	9·11
	Metre gauge.				
XLIII	Bengal and North-Western—				
	Tirhoot section	6,775	7·98	6,910	8·02
	Company's section				
XLV	Rajputana-Malwa, including—				
XLVI	Pálanpur-Deesa	14,160	5·01	13,195	5·00
LXIII	The Gaekwar's Mehsána				
LXVIII	Oodeypore-Chitor*				
XLVII	Southern Mahratta, including—				
XLVIII	Guntakal-Mysore frontier				
XLIX	Mysore section	5,133	10·17	5,679	9·20
LXIV	Kolhápur				
LXV	Yesvantpur-Mysore frontier				
LXVI	Mysore-Nanjangód				

* Opened for traffic during 1895.
† Open section only.
‡ Opened for traffic during 1894.

General charges, percentage on gross earnings (standard and metre gauges)—concld.

Serial number.	Railway.	1894. Gross earnings, excluding steam-boat service, per mean mile worked.	1894. General charges, per cent. on gross earnings, excluding steam-boat service.	1895. Gross earnings, excluding steam-boat service, per mean mile worked.	1895. General charges, per cent. on gross earnings, excluding steam-boat service.
		₹	Per cent.	₹	Per cent.
L	South Indian, including—	7,559	7·34	8,345	7·13
LI	Máyavaram-Mutupet*				
LXXV	Pondicherry				
LII	Assam-Bengal†	...	...	3,317	24·64
LIII	Eastern Bengal (state)—				
	Northern and Behar sections (including the Kaunia-Dharlla, 2′ 6″ gauge, branch)	9,325	4·70	9,706	4·59
	Dacca section				
LIV	Burma (state)‡	8,518	6·41	8,788	6·15
LVII	Deoghur	6,143	9·36	7,017	7·88
LVIII	Rohilkund and Kumaon, including—	5,136	10·70	4,366	12·50
XLIV	Lucknow-Bareilly section				
LIX	Bengal Dooars	5,696	14·76	6,522	13·14
LX	Dibru-Sadiya	6,862	15·18	7,757	12·83
LXVII	Jodhpore-Bickaneer—				
	Jodhpore section	3,373	3·39	3,041	3·57
	Bickaneer section	1,845	4·75	1,989	4·65
LXIX	Bhávnagar-Gondal-Junágárh-Porbandar, including—	5,313	9·65	5,622	9·49
LXX	Jetalsar-Rájkot				

Compensation.

23. The total expenses, on the standard and metre gauge lines, for compensation for goods lost or damaged, personal injury, or other claims connected with railway working, amounted to ₹2,88,174, being 0·11 per cent. on the gross earnings, against ₹2,59,271 equal to a percentage of 0·10 on gross earnings in 1894.

* Opened for traffic during 1894.
† Opened for traffic during 1895.
‡ Including the statistics of the Mu Valley line, the open portion of which forms a part of the Burma (state) railway system.

CHAPTER IV.

DETAILS OF REVENUE EARNINGS AND EXPENDITURE.

A map showing the several systems of Indian railways corrected up to the 30th September 1896 is inserted at the commencement of the report.

2. The following paragraphs contain a brief general review of the revenue earnings and expenditure of the more important railways during the year 1895 as compared with those of the previous year; further details for each line for the year 1895 are tabulated in Part I of the Administration report and in the appendices to this volume.

East Indian Railway system (standard gauge).

3. The length of line open for traffic on the 31st December 1895, comprising the East Indian railway system, is made up as follows:

	Miles.
East Indian railway proper	1,700·19
Tarkessur railway*	22·23
Delhi-Umballa-Kalka railway*	161·40
Total	1,883·82

The mean mileage worked during the year 1895 was 1,904·94‡ miles against 1,858·38† miles worked in the previous year. The increase was principally due to the following openings:

	Miles.	
Ondal loop—		
Shekhpur to Gourangdi	14·15	Opened for public traffic on the 1st June 1895.
Damoodur branch	8·00	Opened for goods traffic on the 30th June 1895.

And to the purchase of the Alipur branch, 7·54 miles, from the Barákar Coal Company on the 29th March 1895.

General results.

The following table shows the general results of the year's working as compared with those of the previous year:

	Mean mileage worked.	Train-mileage.	Gross earnings.	Working expenses.§	Net earnings.	Percentage of working expenses on gross earnings.	Gross earnings per mean mile worked per week, excluding steam-Boat.	Percentage of net earnings on total capital outlay,** including suspense.
	Miles.	Miles.	₹	₹	₹		₹	
Previous year	†1,858·38	10,915,481	5,43,33,171	1,70,15,916	3,73,17,255	31·32	561	9·51
1895	‡1,904·94	11,497,445	5,59,05,000	1,76,33,233	3,82,71,767	31·54	563	9·62
Increase	46·56	581,964	15,71,830	6,17,317	9,54,512	0·22	2	0·11
Percentage of increase	2·51	5·33	2·89	3·63	2·56	...	0·36	...

* Worked by the East Indian Railway Company.

† Including 23·24 miles of the Eastern Bengal (state) railway from Calcutta to Naihâti, and 1·00 mile of the Rajputana-Malwa railway from Agra east bank to Agra Fort worked over.

‡ Including 34·50 miles of the Eastern Bengal (state) railway from the Kidderpore docks to Naihâti, and 1·00 mile of the Rajputana-Malwa railway from Agra east bank to Agra Fort worked over.

§ Including contribution to the Provident Fund.

‖ Excluding ₹5,03,379 being the refund of overcharges by the Government Telegraph Department.

** Rupees 39,23,55,011 in 1894 and ₹39,79,78,315 in 1895. These figures include interest on capital of the Delhi-Umballa-Kalka railway during construction. For details of the capital outlay to the 31st December 1895, *see* Chapter II, paras. 2,19 and 20, pages 19 to 21 and 35.

The surplus profits for the 1st and 2nd halves of 1894 and 1895 compare as follows:

	1894.		1895.	
	1st-half.	2nd-half.	1st-half.	2nd-half.
	₹	₹	₹	₹
Government share of East Indian railway proper,	50,20,330	11,38,739	40,33,581	16,82,733
East Indian Railway Company's share of East Indian railway proper	12,55,082	2,84,685	10,08,395	4,20,683
East Indian Railway Company's share for working the Tarkessur railway	22,891	16,176	23,104	16,669
Total	12,77,973	3,00,861	10,31,499	4,37,352
Tarkessur railway share of net earnings	91,563	64,706	92,416	66,675
Delhi-Umballa-Kalka railway share of net earnings	3,64,458	3,31,055	4,06,396	3,53,074

The decrease in surplus profits to Government and the East Indian Railway Company was due to the unfavourable rate of exchange at which the charges for interest and annuity in sterling were converted into Indian currency during the first-half of the year. The rate in that half-year was 1*s.* 1$\frac{1}{4}$*d.* against 1*s.* 3$\frac{7}{8}$*d* in the previous corresponding half-year. The decrease, however, was partly made good by the increase in net earnings and by a refund of ₹5,06,762 on account of overcharges by the Government Telegraph Department from January 1887 to December 1894 for rent, maintenance and inspection of telegraph lines.

Gross earnings. The following table shows the gross earnings under main heads as compared with the previous year:

	Previous year.	1895.	Increase.
	₹	₹	₹
Coaching	1,81,50,603	1,85,46,433	3,95,830
Goods	3,53,55,879	3,64,66,568	11,10,689
Electric telegraph	85,278	86,948	1,670
Steam-boat	1,15,210	1,22,572	7,362
Sundries	6,26,201	6,82,479	56,278
TOTAL	5,43,33,171	5,59,05,000	15,71,829

Coaching.—The number of passengers of the various classes carried, including troops and police and season tickets* and the earnings therefrom, compare as follows:

	First class.		Second class.		Intermediate class.		Third class.		Total.	
	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.
		₹		₹		₹		₹		₹
Previous year	61,020	6,14,145	199,135	8,25,398	955,782	10,58 001	16,930,530	1,38,15,687	18,146,467	1,63,13,231
1895	66,127	6,40,887	204,069	8,37,620	1,099,526	11,72,358	16,978,838	1,37,68,050	18,348,560	1,64,18,915
Increase or decrease	+5,107	+26,742	+4,934	+12,222	+143,744	+1,14357	+48,308	—47,637	+202,093	+1,05,684

* Season tickets counted at 40 passengers each.

The improvement in the intermediate class is attributed to the reduction of intermediate single journey fares from the 1st October 1894.

The increase in number and decrease in amount in the third class is explained to have been chiefly due to an increase in the short-distance traffic in 1895, and to the exceptionally heavy long-distance traffic in the previous year in connection with the fairs at Allahabad, Hardwar and Kurukshetra near Thánesar.

There was an increase of Rs. 1,83,742 in the earnings from parcels traffic which is chiefly ascribed to the carriage of Government stores for the Chitral expedition and to increased consignments of fruit, betel leaves and other articles carried at half rates under Conference rule 57(*b*) of 1893.

The average sum received for carrying a passenger one mile amounted to 2·73 pies, being the same as in the previous year.

The coaching earnings per passenger train-mile were R4·05 against R4·09.

Goods.—The following is a summary of the tonnage of goods lifted and the earnings therefrom, as compared with the previous year:

	Previous year.		1895.		Increase or decrease.	
	Tons	R	Tons.	R	Tons.	R
General merchandise	2,862,348	2,55,24,658	2,856,136	2,50,54,053	−6,212	−4,70,605
Military stores	7,185	3,19,873	7,357	3,06,535	+172	−13,338
Railway materials for construction (Home line only)	313,923	2,09,892	163,882	78,032	−150,041	−1,31,860
Coal and coke for the public and foreign railways	2,144,381	79,51,472	2,553,622	94,49,815	+409,241	+14,98,343
Coal and coke for construction (Home line only)	2,503	8,863	1,954	6,577	−639	−2,286
Coal and coke for revenue only	294,772	6,70,266	370,754	7,77,741	+75,982	+1,07,475
Revenue stores other than coal and coke	598,530	4,17,357	662,782	4,87,245	+154,252	+69,888
Live-stock	3,839	1,30,100	4,405	1,82,039	+566	+51,939
Rents, miscellaneous, etc.	...	1,32,874	...	1,40,952	...	+8,078
TOTAL	6,427,571	3,53,65,355	6,620,892	3,64,82,989	+483,321	+11,17,634
Less—Outstandings irrecoverable	...	9,476	...	16,421	...	+6,945
NET TOTAL	6,427,571	3,53,55,879	6,620,892	3,64,66,568	+483,321	+11,10,689

The noticeable fluctuations of traffic under "General merchandise" are noted below:

Increase—

	Tons.	R
Cotton, raw	17,827	1,89,782
Grain and pulse	5,941	...
Hides and skins	9,253	2,15,076
Oils	8,313	1,20,699
Provisions	7,145	1,01,242
Stone and lime	30,362	1,14,850

Decrease—

Cotton, manufactured	2,186	1,31,914
Grain and pulse	...	2,99,675
Oil-seeds	97,945	8,38,712
Railway plant and rolling-stock carried for the public and foreign railways	14,463	2,78,777

The increase in cotton, raw, is said to have occurred in the traffic to the

ports of Calcutta and Bombay from Cawnpore, stations in the Tundla district, and from the North Western (state) railway, for shipment to Europe and China.

The increase in hides and skins is stated to have been due to despatches of hides from Cawnpore, Allahabad, Jasra, Digha Ghât, *vid* Ghâziabad, *vid* Moghal Sarai and *vid* Asansol, and of skins from Cawnpore and *vid* Ghâziabad to Howrah for shipment to the United States.

The increase in oils was chiefly in kerosine oil from Budge-Budge to stations *vid* Mokameh Ghât, Moghal Sarai and Ghâziabad junctions, as also to Delhi, Umballa Cantonment and Kalka.

The increase in provisions is said to have been chiefly due to increased despatches of potatoes to Howrah and adjacent stations from the Patna district, Umballa Cantonment, and *vid* Moghal Sarai.

The increase in stone and lime is chiefly ascribed to increased traffic in ballast, road metal, iron stone, lime stone and boulders.

The decrease in cotton, manufactured, is stated to have been due to less supply of European cotton piece-goods from Calcutta to the North-Western Provinces and Oudh, the Punjab and the Central Provinces.

The decrease in grain and pulse is mainly attributable to the falling off in the traffic in wheat, jowar and bajra, paddy, gram and pulse and other grains. There was, however, an increase in the quantity carried which is said to have been due to the larger despatches of unhusked rice from Burdwan, Raneegunge, stations on the Loop line and *vid* Katni to Upper Behar and the North-Western Provinces and Oudh.

The decrease in oil-seeds is stated to have been chiefly due to a falling off in the traffic in linseed, castor seed and mowha seed, owing to a poor crop and to a restricted demand for shipment; and that in railway plant, etc., to less despatches of iron materials from the Kidderpore Docks and Howrah for the Bina-Goona and the Bhopal-Ujjain railways.

The average sum received for carrying a ton of goods one mile amounted to 4·87 pies against 5·03 pies in the previous year.

The goods earnings per goods train-mile were R5·27 against R5·46.

Working expenses.

The following table shows the working expenses of the railway system during 1895 as compared with the previous year:

	Previous year.		1895.		Increase or decrease in amount.	Increase or decrease in the percentage of expenses on earnings.
	Amount.	Per cent. on gross earnings.	Amount.	Per cent. on gross earnings.		
	R		R		R	
Maintenance of way, works and stations	47,81,942	8·80	48,28,648	8·64	+46,706	−0·16
Locomotive expenses	43,95,807	8·09	48,52,026	8·68	+4,56,219	+0·59
Carriage and wagon expenses	13,62,095	2·51	15,24,679	2·73	+1,62,584	+0·22
Traffic expenses	30,76,344	5·66	31,99,060	5·72	+1,22,716	+0·06
General charges	19,21,615	3·54	18,34,705	3·28	−86,910	−0·26
Steam-boat service	86,613	0·16	1,19,479	0·21	+32,866	+0·05
Special and miscellaneous expenditure	13,91,500	2·56	12,74,636	2·28	−1,16,864	−0·28
TOTAL	1,70,15,916	31·32	1,76,33,233	31·54	+6,17,317	+0·22

The increase in the "Locomotive expenses" is explained to have been chiefly due to the increased train-mileage, the higher price of coal, the payment of exchange compensation allowance and increased cost of renewals.

The increase in the "Carriage and wagon expenses" is said to have been due to the rebuilding of a larger number of coaching and goods vehicles and to the replacement of wheels for increasing the carrying capacity of stock.

The increase in the "Traffic expenses" is ascribed to the increased work consequent on the increased train-mileage, additional staff for new stations, and to allowances to train and station staff in lieu of exchange compensation allowance.

The decrease under "Special and miscellaneous expenditure" is stated to have been due chiefly to the reduction in the charges for hire of vehicles and mileage and demurrage of foreign stock. There was, however, an increase in the payments to the Eastern Bengal (state) railway for running powers, due to larger despatches of coal over the Eastern Bengal (state) railway to Brace Bridge Hall and the Kidderpore Docks.

Rates and fares.

The principal alterations in the goods rates will be found noted on page 163, Part I of the Administration report.

Bengal-Nágpur Railway (standard gauge).

General results.

4. The following table shows the general results of the year's working as compared with those of the previous year:

	Mean mileage worked.	Train-mileage.	Gross earnings.	Working expenses.	Net earnings.	Percentage of working expenses on gross earnings.	Gross earnings per mean mile worked per week.	Percentage of net earnings on total capital outlay, including suspense.
	Miles.	Miles.	£	£	£		£	
Previous year .	862·33	1,607,609	66,90,648	34,32,234	32,58,414	51·36	149	3·32
1895 . . .	862·33	1,568,777	68,74,740	33,33,297	35,41,443	48·48	153	3·59
Increase or decrease . .	...	—38,832	+1,84,092	—98,937	+2,83,029	—2·88	+4	+0·27
Percentage of increase or decrease	...	—2·42	+2·75	—2·88	+8·69	...	+2·68	...

Gross earnings.

The following table shows the gross earnings under main heads as compared with the previous year:

	Previous year.	1895.	Increase or decrease.
	£	£	£
Coaching	13,21,106	15,21,190	+2,00,084
Goods	48,09,555	47,50,331	—59,224
Electric telegraph	18,438	20,447	+2,009
Sundries	5,41,549	5,82,772	+41,223
TOTAL .	66,90,648	68,74,740	+1,84,092

* Including 0·30 mile at Katni junction and 0·50 mile at Asansol junction of the East Indian railway, and 0·65 mile at Nágpur junction of the Great Indian Peninsula railway, worked over.

Coaching.—The number of passengers of the various classes carried, including troops and police and season tickets, and the earnings therefrom compare as follows:

	First class.		Second class.		Intermediate or third class.		Fourth or lowest class.		Total.	
	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.
		£		£		£		£		£
Previous year	5,006	32,081	16,570	41,848	49,938	24,769	2,084,084	10,62,571	2,145,598	11,61,269
1895	6,256	38,014	16,162	34,891	41,603	28,372	2,242,042	12,65,467	2,306,063	13,66,744
Increase or decrease	+1,250	+5,933	—408	—6,957	—1,335	+3,603	+157,958	+2,03,896	+157,465	+2,05,475

The improvement in the third class traffic is explained to have been chiefly due to the larger pilgrim traffic, the despatches of cooly emigrants from Katni, Umaria, Sahdol and other stations on the line to tea plantations in Assam and to coal mines in Bengal, and the introduction of local mixed trains between Purulia and Asansol.

The average sum received for carrying a passenger one mile amounted to 2·09 pies against 2·10 pies in the previous year.

The coaching earnings per passenger train-mile were R3·10 against R2·94.

Goods.—The following is a summary of the tonnage of goods lifted and the earnings therefrom as compared with the previous year:

	Previous year.		1895.		Increase or decrease.	
	Tons.	£	Tons.	£	Tons.	£
General merchandise	519,681	41,55,116	527,311	42,23,771	+7,630	+68,655
Military stores	279	3,354	296	4,307	+17	+953
Railway materials for construction (Home line *only*)	22,521	30,208	13,528	16,490	—8,993	—13,718
Coal and coke for the public and foreign railways	519,437	4,21,297	527,648	2,85,097	+8,211	—1,36,200
Coal and coke for construction (Home line only)	1,151	9,189	1,735	13,544	+584	+4,355
Coal and coke for revenue only	34,818	1,23,379	40,265	1,30,700	+5,447	+7,321
Revenue stores other than coal and coke	109,513	66,321	80,233	60,979	—29,280	—5,242
Live-stock	34	720	40	1,284	+6	+564
Rents, miscellaneous, etc.	...	328	...	16,048	...	+15,720
Total	1,207,414	48,09,912	1,191,056	47,51,320	—16,358	—58,592
Less—Outstandings irrecoverable	...	357	...	989	...	+632
Net Total	1,207,414	48,09,555	1,191,056	47,50,331	—16,358	—59,224

The noticeable fluctuations of traffic under "General merchandise" are noted below:

	Tons.	£
Increase—		
Grain and pulse	27,802	2,49,341
Oils	1,622	33,687
Provisions	763	26,480
Stone and lime	2,738	25,130
Timber	7,138	29,242
Decrease—		
Dyes and tans	3,880	24,966
Oil-seeds	21,185	2,38,306
Railway plant and rolling-stock carried for the public	9,145	27,487
Spices	1,045	26,492

The increase in grain and pulse is explained to have been principally due to larger despatches of wheat to Bombay and the Berars *vid* Nágpur. There were also increases in the traffic in rice and pulse.

The decrease in oil-seeds, which chiefly occurred under linseed, is explained to have been due to a bad crop in the Chattisgarh district and to no surplus stock being available.

The average sum received for carrying a ton of goods one mile amounted to 6·81 pies against 6·50 pies in the previous year.

The goods earnings per goods train-mile were R4·41 against R4·15.

Working expenses.

The following table shows the working expenses of the railway during 1895 as compared with the previous year:

	Previous year.		1895.		Increase or decrease in amount.	Increase or decrease in the percentage of expenses on earnings.
	Amount.	Per cent. on gross earnings.	Amount.	Per cent. on gross earnings.		
	R		R		R	
Maintenance of way, works and stations	11,15,197	16·67	8,68,967	12·61	−2,46,230	−4·03
Locomotive expenses	8,38,208	12·53	8,74,454	12·72	+36,246	+0·19
Carriage and wagon expenses	2,02,891	3·03	2,58,927	3·77	+56,036	+0·74
Traffic expenses	5,01,645	7·50	5,36,355	7·80	+34,710	+0·30
General charges	6,29,483	9·41	6,60,216	9·60	+30,733	+0·19
Special and miscellaneous expenditure	1,44,810	2·16	1,34,378	1·95	−10,432	−0·21
TOTAL	34,32,234	51·30	33,33,297	48·48	−98,937	−2·82

The large decrease under the first head is stated to have been mainly due to the expenses in 1894 having been abnormally high on account of the relaying of 8 miles of permanent-way on the Katni-Umaria section and to the grant of arrears of exchange compensation allowance to officers.

The increases were principally due to more coal purchased at an enhanced rate, to heavier repairs to goods vehicles, to promotions to station staff, to more general merchandise having been handled, and in the case of home charges, owing to the rates of exchange being higher than those of the previous year.

Rates and fares.

The principal alterations in the goods rates will be found noted on page 163, Part I of the Administration report.

Indian Midland Railway system (standard gauge).

5. The mileage of the railway system is made up as follows:

	Miles.
Indian Midland railway proper	679·12
Bhopal-Itársi railway*	37·39
Bína-Goona railway *	72·18
Bhopal-Ujjain railway*	113·52
TOTAL	922·21

The mean mileage worked during the year was 819·21† miles, against 753·78† miles worked in the previous year. The increase was due to the opening of the Bína-Goona and the Bhopal-Ujjain railways, on the 1st May and the 11th November 1895, respectively.

* Worked by the Indian-Midland Railway Company.

† Including 2·89 miles at Agra junction of the Rajputana-Malwa railway, 1·00 mile at Cawnpore junction of the Oudh and Rohilkhand railway, 19·25 miles from Agra junction to Tundla, 1·92 miles at Cawnpore junction and 0·65 mile at Manikpur junction of the East Indian railway, and 0·13 mile at Itársi junction of the Great Indian Peninsula railway worked over.

General results.

The following table shows the general results of the year's working as compared with those of the previous year:

	Mean mileage worked.*	Train-mile-age.	Gross earnings.	Working expenses.	Net earnings.	Percentage of working expenses on gross earnings.	Gross earnings per mean mile worked per week.	Percentage of net earnings on total capital out-lay, including suspense.
	Miles.	Miles.	₹	₹	₹		₹	
Previous year .	753·78	1,553,931	57,63,886	33,55,491	24,08,395	58·22	147	2·54
1895 . .	819·21	1,411,842	50,03,098	31,82,625	18,20,473	63·61	117	1·70
Increase or decrease .	+65·43	—142,089	—7,60,788	—1,72,866	—5,87,922	+5·39	—30	—0·84
Percentage of increase or decrease .	+8·68	—9·14	—13·20	—5·15	—24·41	...	—20·41	...

Gross earnings.

The following table shows the gross earnings under main heads as compared with the previous year:

	Previous year.	1895.	Increase or decrease.
	₹	₹	₹
Coaching	20,82,077	21,37,837	+ 55,760
Goods	35,50,228	26,94,105	—8,56,123
Electric telegraph	18,543	14,868	—3,675
Sundries	1,13,038	1,56,288	+43,250
TOTAL .	57,03,886	50,03,098	—7,60,788

Coaching.—The number of passengers of the various classes carried, including troops and police, and the earnings therefrom, compare as follows:

	First class.		Second class.		Third class, mail.		Third class, ordinary.		Total.	
	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.
		₹		₹		₹		₹		₹
Previous year .	11,306	97,220	36,933	1,29,122	428,355	5,01,187	1,251,028	10,60,412	1,727,621	17,87,937
1895 . .	11,439	1,11,900	36,333	1,33,868	409,447	4,85,686	1,184,031	10,76,731	1,641,250	17,56,185
Increase or decrease . .	+134	+14,680	—600	+4,746	—18,908	—17,497	—66,997	—33,681	—86,371	—31,752

The increase in the earnings from 1st and 2nd class is stated to have been due to the larger earnings from troop traffic and from other military traffic in connection with the movement of transports for the Chitral expedition; and the decrease in the third class traffic to the falling off in the local traffic on account of the prevailing scarcity.

There was an increase of ₹71,266 under "Military baggage" and "Military carriages, horses, etc.," owing to the movements of troops and transport of baggage, etc., in connection with the Chitral expedition, and an increase of ₹9,351 under "Miscellaneous," due to larger number of special trains run.

The average sum received for carrying a passenger one mile amounted to 2·90 pies, against 2·88 pies in the previous year.

The coaching earnings per passenger train-mile were R3·04 against R3·00.

* Including 2·89 miles at Agra junction of the Rajputana-Malwa railway, 1·00 mile at Cawnpore junction of the Oudh and Rohilkhand railway, 12·25 miles from Agra junction to Tundla, 1·02 miles at Cawnpore junction and 0·63 mile at Manikpur junction of the East Indian railway, and 0·13 mile at Harni junction of the Great Indian Peninsula railway worked over.

Goods.—The following is a summary of the tonnage of goods lifted and the earnings therefrom as compared with the previous year:

	Previous year.		1895.		Increase or decrease.	
	Tons.	₹	Tons.	₹	Tons.	₹
General merchandise	457,925	33,36,772	353,561	25,31,235	—104,364	—8,05,537
Military stores	781	13,860	947	14,652	+166	+792
Railway materials for construction (Home line only)	22,999	10,112	10,330	14,678	—12,669	+4,566
Coal and coke for the public and foreign railways	2,849	11,227	2,080	9,183	—769	—2,044
Coal and coke for construction (Home line only)	188	432	238	701	+50	+269
Coal and coke for revenue only	47,042	1,13,257	45,511	89,082	—1,531	—24,175
Revenue stores other than coal and coke	133,587	35,040	98,035	28,833	—35,552	—6,207
Live-stock	181	4,668	270	8,534	+89	+3,866
Rents, miscellaneous, etc.	...	24,860	...	—2,703	...	—27,563
TOTAL	665,552	35,50,228	510,972	26,94,105	—154,580	—8,56,123

The principal fluctuations of traffic under "General merchandise" were—

	Tons.	₹
Increase—		
Cotton, raw	10,286	1,22,586
Decrease—		
Grain and pulse	45,373	3,85,400
Oil-seeds	37,412	2,70,480
Railway plant and rolling-stock carried for the public and foreign railways	40,336	2,26,474

The increase in cotton, raw, is explained to have been due to the crop being an early and a good one, and to the increased demand in Bombay for export and local manufacture.

The decrease in grain and pulse is explained by the fact that during the previous year, the traffic was abnormally large on account of the large imports to meet the unusual scarcity, no such fortuitous circumstances affecting the traffic of the past year.

The decrease in oil-seeds is said to have been principally due to the linseed crop being a poor one and to the depressed state of the export market, and that in railway plant and rolling-stock for foreign lines to the larger consignments of permanent-way and bridge materials carried in the previous year for the Bina-Goona and the Bhopal-Ujjain railways.

The average sum received for carrying a ton of goods one mile amounted to 7·10 pies against 6·72 pies in the previous year.

The goods earnings per goods train-mile were ₹3·80 against ₹4·12.

Working expenses.

The following table shows the working expenses of the railway system during 1895 as compared with the previous year:

	Previous year.		1895.		Increase or decrease in amount.	Increase or decrease in the percentage of expenses on earnings.
	Amount.	Per cent. on gross earnings.	Amount.	Per cent. on gross earnings.		
	₹		₹		₹	
Maintenance of way, works, and stations	8,37,636	14·45	6,85,108	13·69	—1,47,528	—0·76
Locomotive expenses	10,07,224	17·47	9,06,344	19·32	—40,880	+1·85
Carriage and wagon expenses	2,46,122	4·27	2,54,836	5·09	+8,714	+0·82
Traffic expenses	4,90,848	8·52	4,83,831	9·67	—7,017	+1·15
General charges	5,07,122	8·80	5,12,048	10·25	+4,926	+1·45
Special and miscellaneous expenditure	2,71,539	4·71	2,79,858	5·59	+8,319	+0·88
TOTAL	33,55,491	58·22	31,82,625	63·61	—1,72,866	+5·39

The decrease in "Maintenance of way, works and stations" is said to have been due to less expenditure on renewals of permanent-way and painting and retimbering bridges.

Rates and fares. The principal alterations in the goods rates will be found noted on page 163, Part I of the Administration report.

Godhra-Rutlam-Nagda Railway (standard gauge).

6. The mean mileage worked during the year was 115·22 miles against 55·15 miles in the previous year, the increase being due to the opening throughout of the line on the 22nd October 1894.

General results. The following table shows the general results of the year's working as compared with those of the previous year:

	Mean mileage worked.	Train-mileage.	Gross earnings.	Working expenses.	Net earnings.	Percentage of working expenses on gross earnings.	Gross earnings per mean mile worked per week.	Percentage of net earnings on total capital outlay, including suspense.
	Miles.	Miles.	₹	₹	₹		₹	
Previous year	55·15	64,951*	3,02,661	1,23,003	1,79,658	40·64	106	1·16
1895 . .	115·22	264,004	11,02,393	6,28,460	4,73,933	57·01	184	3·05
Increase .	60·07	199,053	7,99,732	5,05,457	2,94,275	16·37	78	1·89
Percentage of increase .	108·92	306·47	264·23	410·93	163·80	...	73·58	...

Gross earnings. The following table shows the gross earnings under main heads as compared with those of the previous year:

	Previous year.	1895.	Increase or decrease.
	₹	₹	₹
Coaching	59,663	1,61,287	+1,01,624
Goods	2,41,746	9,43,314	+7,01,568
Electric telegraph	1,248	1,353	+ 105
Sundries	4	—3,501	— 3,505
TOTAL .	3,02,661	11,02,393	+7,99,732

Coaching.—The number of passengers of the various classes carried, including troops and police and season tickets, and the earnings therefrom, compare as follows:

	First class.		Second class.		Intermediate class.		Third class.		Total.	
	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.
		₹		₹		₹		₹		₹
Previous year	239	972	1,487	2,092	290	468	132,254	51,138	134,270	54,601
1895 . .	418	1,918	2,019	3,608	2,214	3,298	257,418	136,069	262,069	144,873
Increase .	179	945	532	1,516	1,924	2,830	125,164	84,931	127,799	90,272

The increase in the passenger traffic is attributed to the through opening of the line to Rutlam from the 22nd October 1894.

* Excluding 61,638 miles run by contractors' trains on the unopen portion of the line.

The average sum received for carrying a passenger one mile amounted to 2·07 pies against 2·59 pies in the previous year.

The coaching earnings per passenger train-mile were ₹3·54 against ₹2·96.

Goods.—The following is a summary of the tonnage of goods lifted and the earnings therefrom as compared with the previous year:

	Previous year.		1895.		Increase or decrease.	
	Tons.	₹	Tons.	₹	Tons.	₹
General merchandise	77,486	2,27,086	207,427	8,46,535	+129,941	+6,19,449
Military stores	21	207	503	5,265	+482	+5,058
Railway materials for construction (Home line only)	13,673	8,371	48,217	64,027	+34,544	+55,656
Coal and coke for the public and foreign railways	.....	.....	105	317	+105	+317
Coal and coke for construction (Home line only)	1,663	2,989	8,584	18,079	+6,921	+15,090
Coal and coke for revenue only	1,658	1,851	2,725	5,348	+1,067	+3,497
Revenue stores other than coal and coke	208	167	2,450	3,028	+2,242	+2,861
Live-stock	154	779	51	204	—103	—575
Rents, miscellaneous, etc.	.....	256	.....	511	.....	+215
Total	94,863	2,41,746	270,062	9,43,314	+1,75,199	+7,01,568

The principal increases under "General merchandise" were 11,178 tons and ₹75,617 in cotton raw, 42,753 tons and ₹1,58,656 in grain and pulse, 27,229 tons and ₹1,02,527 in oil-seeds, and 17,517 tons and ₹77,038 in salt, and are explained to be due to the increased mileage worked.

The average sum received for carrying a ton of goods one mile amounted to 7·89 pies against 7·25 pies in the previous year.

The goods earnings per goods train-mile were ₹4·32 against ₹5·40.

The following table shows the working expenses of the railway during 1895 as compared with the previous year:

Working expenses.

	Previous year.		1895.		Increase or decrease in amount.	Increase or decrease in the percentage of expenses on earnings.
	Amount.	Per cent. on gross earnings.	Amount.	Per cent. on gross earnings.		
	₹		₹		₹	
Maintenance of way, works and stations	13,487	4·46	1,15,298	10·46	+1,01,811	+6·00
Locomotive expenses	63,967	21·13	3,35,757	30·46	+2,71,790	+9·33
Carriage and wagon expenses	10,551	3·49	38,832	3·52	+28,281	+0·03
Traffic expenses	18,665	6·17	81,889	7·43	+63,224	+1·26
General charges	12,357	4·08	54,542	4·95	+42,185	+0·87
Special and miscellaneous expenditure	3,976	1·31	2,142	0·19	—184	—1·12
Total	1,23,003	40·64	6,28,460	57·01	+5,05,457	+16·37

The increase in the working expenses is explained to have been partly due to the additional length of line opened for traffic, and partly to the Godhra-Rutlam-Nagda railway having been charged in the previous year up to 21st

October 1894, the same percentage of working expenses to earnings as obtained on the Bombay, Baroda and Central India railway, whereas, throughout the year under review, it was charged the actual cost of working with a proportionate share of the general superintendence and joint expenditure.

North Western (state) Railway system (standard gauge).

7. The open mileage of the railway system was as follows:

	Miles.
Commercial section—(Main line and branches) . .	1,806·36*
Military section—(Sind-Pishin and Sind-Sagar railways, including the Khushalgarh branch)	853·64
Total .	2,660·00

The mileage of the commercial section includes 107·94 miles of the Rájpura-Bhátinda railway, 58·91 miles of the Hyderabad-Shadipalli railway worked by, and 15·92 miles of the Jammu and Kashmir railway (Native state section) leased to, the North Western (state) railway.

The mean mileage worked during the year was 2,636·47† miles against 2,618·47† miles worked in the previous year. The increase was principally due to the opening of the line from Wazirabad to Lyallpur.

General results.

The following table shows the general results of the year's working for the entire system as compared with those of the previous year:

	Mean mileage worked. †	Train-mileage.	Gross earnings.	Working expenses.	Net earnings.	Percentage of working expenses on gross earnings.	Gross earnings per mean mile worked per week excluding steam-boat.	Percentage of net earnings on total capital outlay, including suspense.
	Miles.	Miles.	₹	₹	₹		₹	
Previous year 1895 . .	2,618·47	9,504,228	3,37,18,351	2,02,72,989	1,34,45,362	60·13	247	3·05
	2,636·47	9,675,974	3,07,05,422	1,96,00,048	1,71,05,374	53·40	268	3·90
Increase or decrease . .	+18·00	+171,746	+29,87,071	—6,72,941	+36,60,012	—6·73	+21	+0·85
Percentage of increase or decrease . .	+0·69	+1·81	+8·86	—3·32	+27·22	...	+8·50	...

The figures relating to the three sections, *viz*, the main line and branches, the Sind-Sagar and Khusálgarh branches, and the Sind-Pishin section for 1894 and 1895, are given below:

	COMMERCIAL SECTION.		MILITARY SECTION.				TOTAL.	
	MAIN LINE AND BRANCHES.		SIND-SAGAR AND KHUSÁLGARH BRANCHES.		SIND-PISHIN SECTION.			
	Previous year.	1895.	Previous year.	1895.	Previous year.	1895.	Previous year.	1895.
	₹	₹	₹	₹	₹	₹	₹	₹
Gross earnings .	3,03,87,789	3,34,01,330	17,66,325	18,00,250	15,64,237	15,03,842	3,37,18,351	3,67,05,422
Working expenses	1,61,78,190	1,57,62,736	15,06,716	14,30,967	25,88,083	24,06,345	2,02,72,989	1,96,00,048
Net earnings .	1,42,09,599	1,76,38,594	2,59,609	3,69,283	—10,23,846	—9,02,503	1,34,45,362	1,71,05,374

* Including 6·13 miles (Meean Meer chord, and Ferozepore Cantonment to Hussainiwala) used for military traffic only.
† Including 13 miles of the East Indian railway from Ghaziabad to Delhi worked over.
‡ R44,10,69,538 for 1894 and R43,81,06,715 for 1895. For details of the capital outlay to the 31st December 1895, see Chapter II, paras. 9, 10, 28, and 36, pages 24 to 27, 37, and 38.

The gross earnings of the commercial section were better by R30,13,541, due chiefly, it is said, to an improvement in both coaching and goods traffic, and as the working expenses were less by R4,15,454, the net earnings showed an improvement of R34,28,995, which yielded a return of 5·59 per cent. per annum on the total capital outlay including suspense.

As the gross earnings of the Sind-Sagar and Khusálgarh branches were more by R33,925 and the working expenses less by R75,749, the net earnings realized from the working of the branches amounted to R3,69,283 against R2,59,609 during the previous year. The net earnings during 1895 yielded a return of 1·07 per cent. on the capital outlay on final heads against 0·75 per cent. in 1894.

The Sind-Pishin section continues to be worked at a loss. The gross earnings were less by R60,395, and the working expenses by R1,81,738; the loss on working during 1895 amounted to R9,02,503 against a loss of R10,23,846 in the previous year.

Gross earnings.

The following table shows the gross earnings of the entire system under main heads as compared with the previous year:

	Previous year.	1895.	Increase or decrease.
	R	R	R
Coaching	1,03,77,374	1,20,06,626	+16,29,252
Goods	2,23,81,209	2,38,50,060	+14,68,851
Electric telegraph	79,190	88,557	+9,367
Steam-boat	66,117	74,442	+8,325
Sundries	8,14,461	6,85,737	−1,28,724
TOTAL	3,37,18,351	3,67,05,422	+29,87,071

The following table shows certain results of the year's working as compared with those of the previous year:

	Mean mileage worked.*	Train-mileage.	Average number of trains over the whole line daily in both directions.	Per train-mile. Gross earnings.	Per train-mile. Working expenses.	Per train-mile. Net earnings.	Average number of passengers in a passenger train.	Average weight of goods in a goods train.
	Miles.	Miles.	No.	R	R	R	No.	Tons.
Previous year	2,618·47	9,504,228	9·94	3·55	2·14	1·41	197·59	131·75
1895	2,636·47	9,675,974	10·05	3·80	2·03	1·77	210·82	143·39
Increase or decrease	+18·00	+171,746	+0·11	+0·25	−0·11	+0·36	+13·23	+11·19

Coaching.—The number of passengers of the various classes carried on the entire system, including troops and police, and the earnings therefrom, compare as follows:

	First class. No.	First class. Earnings.	Second class. No.	Second class. Earnings.	Intermediate class. No.	Intermediate class. Earnings.	Third class. No.	Third class. Earnings.	Total. No.	Total. Earnings.
		R		R		R		R		R
Previous year	50,235	3,56,881	152,967	4,34,059	533,975	5,72,366	12,758,278	76,00,090	13,495,455	89,63,396
1895	53,024	3,50,801	160,333	4,25,765	865,356	8,29,484	13,686,033	81,72,840	14,764,746	97,78,890
Increase or decrease	+2,789	−6,080	+7,366	−8,294	+3,31,381	+2,57,118	+927,755	+5,72,750	+1,269,291	+8,15,494

* Including 13 miles of the East Indian railway from Ghaziabad to Delhi worked over.

The increase in the intermediate class is explained to have been chiefly due to the removal of third class carriages from mail trains on the Lahore-Peshawar section from the 15th October 1895; and that in the third class to the opening of the Wazirabad-Hafizabad section, and in some measure to the Chitral expedition.

The average sum received for carrying a passenger one mile amounted to 2·43 pies against 2·48 pies in the previous year.

The coaching earnings per passenger train-mile were R3·28 against R2·96.

The other items of coaching traffic are compared in the following table:

	Military baggage, horses, carriages, etc.	Passengers' luggage.	Carriages, horses, dogs, etc.	Parcels.	Special trains.
	R	R	R	R	R
Previous year	2,54,690	2,37,067	2,10,413	5,00,061	34,723
1895	9,35,248	2,15,692	1,87,347	6,90,144	22,862
Increase or decrease	+6,80,558	−21,375	−23,066	+1,90,083	−11,861

The increases of R6,80,558 and of R1,90,083 under "Military baggage, horses, carriages, etc." and "Parcels," respectively, were due to the Chitral expedition.

Goods.—The following is a summary of the tonnage of goods lifted on the entire system and the earnings therefrom as compared with those of the previous year:

	Previous year.		1895.		Increase or decrease.	
	Tons.	R	Tons.	R	Tons.	R
General merchandise	2,486,329	1,96,63,538	2,665,162	2,02,61,433	+178,833	+5,97,895
Military stores	28,941	5,86,033	48,570	9,09,927	+19,629	+3,23,292
Railway materials for construction (Home line only)	1,039,210	3,26,126	1,113,116	5,14,693	+78,903	+1,88,567
Coal and coke for the public and foreign railways	23,791	63,926	22,123	55,756	−1,668	−8,170
Coal and coke for construction (Home line only)	8,032	24,026	14,677	42,720	+6,645	+18,694
Coal and coke for revenue only	167,266	3,07,253	204,457	5,16,835	+37,191	+1,19,602
Revenue stores other than coal and coke	3,085,134	11,92,347	1,851,402	10,24,858	−1,233,732	−1,67,489
Livestock	2,893	79,025	8,323	4,11,768	+5,425	+3,31,843
Rents, miscellaneous, etc.	...	47,433	...	1,12,050	...	+64,617
Total	6,841,601	2,23,81,209	5,932,830	2,38,50,060	−908,771	+14,68,851

The noticeable fluctuations of traffic under "General merchandise" are noted below:

	Tons.	R
Increase—		
Cotton, raw	11,373	2,35,728
Grain and pulse	71,251	6,97,642
Hides and skins	6,351	1,12,023
Provisions	13,011	1,94,904
Railway plant and rolling-stock	29,812	90,483
Decrease—		
Oil-seeds	26,671	8,92,831
Wool, raw	2,057	97,341

The increase in cotton is said to have been chiefly due to a better crop and to a larger demand from the Continental ports.

The increase in grain and pulse is attributed to the large quantity of wheat booked from stations on the main line to the Kurrachee Port.

The decrease in oil-seeds is stated to have principally occurred in the inward bookings to Kurrachee from foreign stations *viâ* Ferozepore.

The average sum received for carrying a ton of goods one mile amounted to 5·31 pies against 5·44 pies in the previous year.

The goods earnings per goods train-mile were R3·96 against R3·73.

Working expenses.

The following statement shows the working expenses of the railway system during 1895 as compared with the previous year:

	Previous year.		1895.		Increase or decrease in amount.	Increase or decrease in the per-centage of expenses on earnings.
	Amount.	Per cent. on gross earnings.	Amount.	Per cent. on gross earnings.		
	R		R		R	
Maintenance of way, works and stations	67,84,814	20·12	59,61,266	16·24	−8,23,548	−3·88
Locomotive expenses	70,40,172	20·88	74,61,796	20·31	+4,21,624	−0·57
Carriage and wagon expenses	21,74,203	6·45	16,60,315	4·52	−5,13,948	−1·93
Traffic expenses	25,65,347	7·60	27,87,199	7·58	+2,16,852	−0·02
General charges	12,71,342	3·77	12,65,735	3·45	−5,607	−0·32
Steam-boat expenses	84,020	0·26	75,958	0·21	−8,062	−0·05
Special and miscellaneous expenditure	3,52,431	1·05	3,92,779	1·07	+40,348	+0·02
TOTAL	2,02,72,989	60·13	1,96,00,048	53·40	−6,72,941	−6·73

The decrease under the first head is attributable to reduced expenditure on flood works and strengthening weak girder bridges.

The increase in the "Locomotive expenses," which chiefly occurred under fuel, is stated to have been due to the extra train-mileage run.

The decrease in the "Carriage and wagon expenses" is ascribed partly to a smaller outlay on repairs and renewals of goods vehicles during the year and partly to a credit of R24,000 obtained from the Kotri-Rohri railway for vehicles sold.

The increase in the "Traffic expenses" is explained to have been chiefly due to the increased outlay under "Salaries of officers and staff" and under "Fuel, lighting, water and general stores."

Through booking to and from Europe.

Particulars regarding the through booking of traffic to and from Europe will be found on page 124, Part I of the Administration report.

Oudh and Rohilkhand (state) Railway system (standard gauge).

8. The mean mileage worked during the year was 797·18 miles against 772·60 miles worked in the previous year. The increase was due to the Bareilly-Rámpur-Moradabad section having been worked for the whole year as against about 7 months only in the previous year.

General results.

The following table shows the general results of the year's working as compared with those of the previous year:

	Mean mileage worked.	Train-mileage.	Gross earnings.	Working expenses.	Net earnings.	Percentage of working expenses on gross earnings.	Gross earnings per mean mile worked per week.	Percentage of net earnings on total capital outlay* including suspense.
	Miles.	Miles.	R	R	R		R	
Previous year	772·60	3,061,553	1,05,18,836	47,82,697	57,36,139	45·47	262	5·58
1895	797·18	2,981,749	1,02,94,879	50,38,033	52,55,916	48·95	248	5·01
Increase or decrease	+24·58	−79,804	−2,23,957	+2,56,236	−4,80,193	+3·48	−14	−0·57
Percentage of increase or decrease	+3·18	−2·61	−2·13	+5·36	−8·37	...	−5·34	...

* R10,28,79,319 for 1894 and R10,49,01,732 for 1895.—For details of the capital outlay to the 31st December 1895, see Chapter II, paragraph 11, pages 27 and 28.

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Gross earnings.

The following table shows the gross earnings under the main heads as compared with the previous year:

	Previous year.	1895.	Increase or decrease.
	₹	₹	₹
Coaching	39,41,317	40,37,093	+95,776
Goods	63,49,657	60,58,237	—2,91,420
Electric telegraph	30,484	26,977	—3,507
Sundries	1,97,378	1,72,572	—24,806
TOTAL	1,05,18,836	1,02,94,879	—2,23,957

Coaching.—The number of passengers of the various classes carried, including troops and police, and the earnings therefrom, compare as follows:

	First class.		Second class.		Intermediate class.		Third class.		Total.	
	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.
		₹		₹		₹		₹		₹
Previous year	22,029	1,11,874	66,534	1,47,432	128,774	1,16,739	5,853,231	32,11,241	6,070,568	35,87,286
1895	22,629	1,17,253	71,340	1,53,472	138,111	1,33,553	5,739,961	32,42,232	5,972,041	36,46,510
Increase or decrease	+600	+5,379	+4,806	+6,041	+9,337	+16,814	—113,270	+30,990	—98,527	+59,224

The increase in the earnings from third class, notwithstanding a decrease in the number carried, is explained to have been mainly due to an increase in the pilgrim traffic, especially to Hardwar, and to a falling off in short distance traffic.

There was also an increase of ₹34,961 in the earnings from military horses, etc., due, it is said, to the transport booked from Nowshera to stations on this railway during the Chitral expedition.

The average sum received for carrying a passenger one mile amounted to 2·66 pies against 2·68 pies in the previous year.

The coaching earnings per passenger train-mile were ₹3'55 against ₹3'30.

Goods.—The following is a summary of the tonnage of goods lifted and the earnings therefrom as compared with the previous year:

	Previous year.		1895.		Increase or decrease.	
	Tons.	₹	Tons.	₹	Tons.	₹
General merchandise	1,117,384	57,29,017	1,108,363	53,47,458	—8,521	—3,81,559
Military stores	3,066	32,322	3,004	38,758	—62	+6,436
Railway materials for construction (Home line only)	163,887	2,08,952	438,213	2,24,450	+274,326	+15,498
Coal and coke for the public and foreign railways	23,957	76,211	27,689	89,314	+3,732	+13,103
Coal and coke for construction	...	...	2,781	6,271	+2,781	+6,271
Coal and coke for revenue only	52,795	1,76,916	57,840	1,97,552	+5,045	+20,036
Revenue stores other than coal and coke	336,580	98,821	327,772	1,19,237	—8,808	+20,416
Live-stock	211	4,740	408	12,223	+197	+7,483
Rents, miscellaneous, etc.	...	22,682	...	22,974	...	+292
TOTAL	1,697,880	63,49,661	1,966,570	60,58,237	+268,690	—2,91,424
Less—Outstandings irrecoverable	...	...	...	...	...	+4
NET TOTAL	1,697,880	63,49,657	1,966,570	60,58,237	+268,690	—2,91,420

The principal fluctuations under "General merchandise" are noted below:

	Tons.	₹
Decrease—		
Cotton, manufactured	2,507	15,834
Grain and pulse	...	77,097
Metals	2,073	19,354
Sugar	76,444	2,92,910
Tobacco	3,347	23,849
Increase—		
Grain and pulse	28,861	...
Hides and skins	2,192	18,329
Stone and lime	18,340	14,890

The decrease in grain and pulse is explained to have been chiefly due to a smaller quantity of food grains having been imported from the Punjab than in 1894 into the districts served by this railway, and to the quantity of wheat exported having been insufficient to counterbalance the consequent reduction in earnings owing to the reduced lead.

The decrease in sugar is attributed to the failure of crops, which were badly damaged by the floods of 1894.

The average sum received for carrying a ton of goods one mile amounted to 5·39 pies against 5·68 pies in the previous year.

The goods earnings per goods train-mile were ₹3·29 against ₹3·40.

Working expenses.

The following table shows the working expenses of the railway system during the year 1895 as compared with the previous year:

	Previous year.		1895.		Increase or decrease in amount.	Increase or decrease in the percentage of expenses on earnings.
	Amount.	Per cent. on gross earnings.	Amount.	Per cent. on gross earnings.		
	₹		₹		₹	
Maintenance of way, works and stations	14,64,921	13·93	16,83,929	16·36	+2,19,008	+2·43
Locomotive expenses	13,24,815	12·60	13,32,595	12·94	+7,780	+0·34
Carriage and wagon expenses	6,10,564	5·86	6,54,496	6·36	+37,932	+0·50
Traffic expenses	7,61,441	7·27	8,01,758	7·79	+37,317	+0·52
General charges	4,05,449	3·85	4,18,742	4·07	+13,293	+0·22
Special and miscellaneous expenditure	2,06,507	1·96	1,47,413	1·43	−59,094	−0·53
TOTAL	47,82,697	45·47	50,38,933	48·95	+2,56,236	+3·48

The increase under the first head is explained to have been chiefly under "Repairs of bridges," and was due to special expenditure in renewing and strengthening 30 feet girders, to expenditure in repairs of the breach at the Gurrah river and on the Ramgunga protection works. There were other minor increases which were due to additional staff owing to the increased mileage and special staff for girder renewals, and to maintenance of way and works of the Bareilly-Rámpur-Moradabad section for twelve months as compared with about seven months in the previous year.

The increase in the "Carriage and wagon expenses" is stated to have been due to extensive renewals of goods vehicles having been undertaken during the year. The increase on account of goods vehicles amounted to ₹1,39,768, but this was to a large extent counterbalanced by greatly reduced expenditure on coaching vehicles, the expenditure on the latter having been confined to ordinary repairs.

The increase in the "Traffic expenses" is attributable to the working of the Bareilly-Rámpur-Moradabad section for the whole of the year as compared with seven months in 1894.

The "Special and miscellaneous expenditure" showed a decrease under "Payments to other lines," which has resulted, it is said, from the decline in the import traffic from the Punjab which was exceptionally heavy in the previous year and involved large payments for mileage of foreign stock.

The principal alteration in the coaching fares will be found noted on page 162, Part I of the Administration report.

Rates and fares.

Eastern Bengal (state) Railway system (standard, metre and special gauges).

9. The railway consists of —

	Miles.	Miles.
Eastern Bengal railway—Eastern and Southern sections† (*standard gauge*)	249·22	
Northern, Behar, and Barsoi-Kissengunge sections (*metre gauge*)	441·48	
Dacca section (*metre gauge*)	85·92	
Kaunia-Dharlia branch (*2′ 6″ gauge*) . . .	37·03	
		813·65
Bengal Central railway* (*standard gauge*) . .		125·01
		938·66

The mean mileage worked during the year was 938·23 miles against 937·81 miles worked during the previous year.

The following table shows the general results of the year's working as compared with those of the previous year:

General results.

	Mean mileage worked.	Train-mileage.	Gross earnings.	Working expenses.	Net earnings.	Percentage of working expenses on gross earnings.	Gross earnings per mean mile worked per week excluding steam-boat.	Percentage of net earnings on total capital outlay† including superac.
	Miles.	Miles.	₹	₹	₹		₹	
Previous year .	937·81	3,611,247	1,48,35,905	61,61,853	86,74,052	41·53	288	7·46
1895 . .	938·23	3,721,485	1,54,57,130	60,83,847	93,73,283	39·36	304	7·96
Increase or decrease . .	+0·42	+110,236	+6,21,225	−38,006	+6,99,231	−2·17	+16	+0·50
Percentage of increase or decrease . .	+0·04	+3·05	−4·19	−1·27	+8·06	...	+5·56	...

The following table shows the gross earnings under main heads as compared with the previous year:

Gross earnings.

	Previous year.	1895.	Increase or decrease.
	₹	₹	₹
Coaching	53,33,163	56,63,402	+3,30,239
Goods	82,22,677	88,32,718	+6,10,041
Electric telegraph	38,793	40,144	+1,351
Steam-boat	7,37,810	6,31,124	−1,06,686
Sundries	5,03,462	2,89,742	−2,13,720
TOTAL .	1,48,35,905	1,54,57,130	+6,21,225

* Worked by the Eastern Bengal (state) railway.

† R11,63,12,494 for 1894- and R11,77,94,082 for 1895. Details of the capital outlay to the 31st December 1895 will be found in Chapter II, paragraphs 12 and 13, pages 28 to 31.

Coaching.—The number of passengers of the various classes carried, including troops and police and season tickets, and the earnings therefrom compare as follows:

	First class.		Second class.		Intermediate class.		Third class		Total.	
	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.
		₹		₹		₹		₹		₹
Previous year	53,847	1,77,420	167,863	1,08,254	949,810	4,81,444	10,473,988	39,80,326	11,644,908	48,37,444
1895	49,503	1,78,782	175,616	1,13,315	999,941	5,10,905	10,941,039	41,81,484	12,166,099	50,84,486
Increase or decrease	−4,344	+1,362	+8,353	+5,061	+50,131	+29,461	+467,051	+2,01,158	+521,191	+2,47,042

The increase in the earnings from first class passengers may be attributed to longer distance traffic. The improvement in the other classes is stated to have been chiefly due to increase in traffic during the *Maha Baruni* bathing festival in March 1895, and improvement in suburban traffic, as also to the Kánchrapára (Kulerpat) *mela* having taken place in December 1895, instead of in January 1896, as in the previous year.

There was also an increase of R68,010 under "Parcels," due, it is explained, to the development of fresh fish traffic; and of R14,865 under "Passengers' luggage," attributable to the general improvement in the passenger traffic.

The average sum received for carrying a passenger one mile amounted to 2·73 pies, being the same as in the previous year.

The coaching earnings per passenger train-mile were R3·16 against R3·06.

Goods.—The following is a summary of the tonnage of goods lifted and the earnings therefrom, as compared with the previous year:

	Previous year.		1895.		Increase or decrease.	
	Tons.	₹	Tons.	₹	Tons.	₹
General merchandise	1,273,536	78,44,698	1,372,978	83,86,495	+99,442	+5,41,797
Military stores	935	3,259	389	972	−546	−2,287
Railway materials for construction (Home line only)	23,842	27,225	32,016	39,685	+8,174	+12,460
Coal and coke for the public and foreign railways	376,167	1,56,730	345,707	1,89,209	−30,460	+32,470
Coal and coke for revenue only	61,194	81,061	79,033	82,160	+17,839	+1,159
Revenue stores other than coal and coke	59,309	59,709	68,284	81,012	+8,885	+22,303
Live-stock	139	2,721	544	3,644	+405	+923
Rents, miscellaneous, etc.	...	47,561	...	48,641	...	+1,080
TOTAL	1,795,212	82,22,913	1,898,951	88,32,718	+103,739	+6,09,805
Less—Outstandings irrecoverable	...	236	...	...	...	+236
NET TOTAL	1,795,212	82,22,677	1,898,951	88,32,718	+103,739	+610,041

The principal variations in the traffic in "General merchandise" on the Eastern Bengal (state) railway proper are noted below:

	Tons.	₹
Increase—		
Jute	71,246	5,13,001
Metals	4,558	37,770
Oils	16,899	51,612
Tea	1,349	33,198
Decrease—		
Grain and pulse	43,684	2,21,223
Spices	206	56,728

The increase in jute is said to have been due to large despatches from Kooshtea, Pángsa, Goalundo, Náráyanganj, Serajgunj, and stations on the Northern, Behar, and Dacca sections to Calcutta, Chitpore, Port Trust and East Indian railways *viâ* Naihâti and Manihâri Ghat.

The increase in oils may be attributed to the large quantities of kerosine oil despatched from Budge-Budge to the depôt at Narculdanga and to the East Indian railway *viâ* Naihâti.

The decrease in grain and pulse is accounted for by the fact that although crops were good in the Northern Bengal districts, and exporters were waiting to place their stocks, yet owing to the better crops in the Eastern Bengal districts, there was little or nothing consigned to these districts, while in the previous year large quantities were consigned.

The decrease in spices is explained to have been due to smaller despatches of chillies and betel-nuts from Calcutta, Chitpore, East Indian railway *viâ* Naihâti, Port Trust railway and Madaripore Service *viâ* Goalundo.

The traffic in "General merchandise" on the Bengal Central railway showed an increase of 41,138 tons and R1,08,619.

The average sum received for carrying a ton of goods one mile was 9·03 pies against 9·11 pies in the previous year.

The goods earnings per goods train-mile were R4·57 against R4·41.

Working expenses.

The following table shows the working expenses of the railway system during 1895 as compared with the previous year :

	Previous year.		1895.		Increase or decrease in amount.	Increase or decrease in the percentage of expenses on earnings.
	Amount.	Per cent. on gross earnings.	Amount.	Per cent. on gross earning.		
	R		*R*		*R*	
Maintenance of way, works and stations	13,56,594	9·14	13,22,557	8·56	−34,037	−0·58
Locomotive expenses	13,47,274	9·08	14,19,708	9·19	+72,494	+0·11
Carriage and wagon expenses	5,78,335	3·90	5,16,200	3·34	−62,135	−0·56
Traffic expenses	13,73,845	9·27	14,11,954	9·13	+36,109	−0·14
General charges	6,55,492	4·42	6,61,018	4·28	+5,526	−0·14
Steam-boat service	5,85,660	3·95	5,26,119	3·40	−59,541	−0·55
Special and miscellaneous expenditure	2,62,653	1·77	2,26,231	1·46	−36,422	−0·31
Total	61,61,853	41·53	60,83,847	39·36	−78,006	−2·17

The decrease under "Maintenance of way, works and stations" was chiefly due, it is said, to decrease under maintenance and renewals of permanent-way owing to no Denham-Olpherts' sleepers having been put into the line for re-sleepering

The increase under "Locomotive expenses" is explained to have been chiefly due to heavy repairs to locomotive engines and to increase under "Fuel," owing to enhanced price of coal, and that under "Traffic expenses" to increase under station staff in consequence of handling of more goods than in the previous year.

The decrease under "Carriage and wagon expenses" is said to have been due to less repairs done to coaching vehicles; under "Steam-boat" to the transfer of the Goalundo-Náráyanganj steamer service to the India General Steam Navigation Company; and that under "Special and miscellaneous expenditure" to the decrease under the sub-head "Compensation," due to settlement of arrear claims in the previous year.

Rates and fares.

The principal alterations in coaching fares and goods rates will be found noted on pages 162 to 164, Part I of the Administration report.

Calcutta Port Commissioners' Railway (standard guage).

10. The open mileage of the railway was 8·53 miles during 1895 against 6·22 miles in the previous year. The increase was in consequence of the mileage of the Shalimar branch line having been taken into account as shown below:

		Miles.
(*a*)	Railway from Cossipore to Kidderpore docks	6·22
(*b*)	Shalimar branch line from Telkul Ghat Road to Bhurpara Khal at Shalimar	2·31
	Total	8·53

General results.

The following table shows the general results of the year's working as compared with those of the previous year:

	Mean mileage worked.	Train-mileage.*	Gross earnings.	Working expenses.	Net earnings.	Percentage of working expenses on gross earnings.	Gross earnings per mean mile worked per week.	Percentage of net earnings on total capital outlay, including suspense.
	Miles.	Miles.	₹	₹	₹		₹	
Previous year 1895	6·22	...	3,23,373	1,85,318	1,38,055	57·31	1,000	2·35
	8·53	...	3,87,560	2,10,421	1,77,139	54·29	874	2·72
Increase or decrease	+2·31	...	+64,187	+25,103	+39,084	−3·02	−126	+0·37
Percentage of increase or decrease	+37·14	...	+19·85	+13·55	+28·31	...	−12·60	...

Gross earnings.

There are only two sources of revenue, *viz.* goods and sundries, the earnings obtained from which are shown in the following table:

	Previous year.	1895.	Increase.
	₹	₹	₹
Goods	3,02,579	3,41,045	38,466
Sundries	20,794	46,515	25,721
TOTAL	3,23,373	3,87,560	64,187

Working expenses.

The following table shows the working expenses of the railway during 1895 as compared with the previous year:

	PREVIOUS YEAR.		1895.		Increase or decrease in amount.	Increase or decrease in the percentage of expenses on earnings.
	Amount.	Per cent. on gross earnings.	Amount.	Per cent. on gross earnings.		
	₹		₹		₹	
Maintenance of way, works and stations	21,379	6·61	21,434	5·53	+55	−1·08
Locomotive expenses	27,169	8·40	30,074	7·76	+2,905	−0·64
Carriage and wagon expenses	9,842	3·05	12,857	3·31	+3,015	+0·27
Traffic expenses	1,06,578	32·34	1,15,957	29·92	+11,379	−2·42
General charges	12,589	3·89	21,734	5·61	+9,145	+1·72
Special and miscellaneous expenditure	9,761	3·03	8,385	2·16	−1,396	−0·87
TOTAL	1,85,318	57·31	2,10,421	54·29	+25,103	−3·02

* No record of train-mileage is kept.

The increase under "Traffic expenses" was chiefly due to a portion of handling charges for the previous year having been disbursed in 1895, and extra labour employed for handling more goods than were anticipated—a fact justified by the increased earnings as already noticed, as well as to payment of printing charges for the previous year having been made in 1895.

The increase under "General charges" was principally due to a payment of ₹5,000 in 1895 on account of rent of a building hired as a station godown for storing jute, which was held back since 1894 in consequence of a dispute in regard to its ownership, as well as of insurance premia on several buildings which have been insured up to July 1897.

East Coast (state) Railway (standard gauge).

11. The following additions were made to the open mileage of the railway during 1895:

Palasa to Berhampore-Ganjám, 46·12 miles, opened for public traffic on the 1st April 1895.

Berhampore-Ganjám to Rambha, 29·50 miles, opened for goods traffic on the 1st September 1895.

The open mileage of the railway on the 31st December 1895 was thus brought up to 426·89* miles.

The mean mileage worked during the year 1895 was 395·88 miles against 286·61 miles worked in the previous year.

The following table shows the general results of the year's working as compared with those of the previous year:

General results.

	Mean mileage worked.	Train-mileage.	Gross earnings.	Working expenses.	Net earnings.	Percentage of working expenses on gross earnings.	Gross earnings per mean mile worked per week, excluding steam-boat.	Percentage of net earnings on total capital outlay, including suspense, on open line.
	Miles.	Miles.	₹	₹	₹		₹	
Previous year .	286·61	522,529	14,80,678	13,29,757	1,50,921	89·81	98	0·45
1895 . .	395·88	721,516	19,04,250	15,75,066	3,29,184	82·71	90	0·70
Increase or decrease .	+109·27	+198,987	+4,23,572	+2,45,309	+1,78,263	−7·10	−8	+0·25
Percentage of increase or decrease . .	+38·12	+38·08	+28·61	+18·45	+118·12	...	−8·16	...

The following table shows the gross earnings under main heads as compared with the previous year:

Gross earnings.

	Previous year.	1895.	Increase or decrease.
	₹	₹	₹
Coaching	8,72,534	10,53,485	+1,80,951
Goods	4,68,994	7,68,063	+2,99,069
Electric telegraph	6,354	9,018	+2,664
Steam-boat	22,518	42,987	+20,469
Sundries	1,10,278	30,697	−79,581
TOTAL .	14,80,678	19,04,250	+4,23,572

*Excluding 2·99 miles of metre gauge line.

Coaching.—The number of passengers of the various classes carried, including troops and police, and season tickets and the earnings therefrom, compare as follows:

	First class.		Second class.		Third class.		Total.	
	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.
		₹		₹		₹		₹
Previous year	3,851	12,221	22,845	24,536	2,059,186	7,89,325	2,085,882	8,26,082
1895	3,518	20,106	15,236	30,428	2,421,029	9,41,821	2,439,783	9,92,355
Increase or decrease	—333	+7,885	—7,609	+5,892	+361,843	+1,52,496	+353,901	+1,66,273

The first and second class showed a decrease in numbers carried, and an increase in earnings, due, it is explained, to the enhancement of fares from 1st January 1895. The increase in the third class was due to the increased open mileage, development of traffic and to the abolition of the cooly class.

There were also increases of ₹6,372 and ₹4,093 under "Passengers' luggage" and "Post office" respectively.

The average sum received for carrying a passenger one mile amounted to 2·08 pies against 1·94 pies in the previous year.

The coaching earnings per passenger train-mile were ₹3·65 against ₹4·14.

Goods.—The following is a summary of the tonnage of goods lifted and the earnings therefrom as compared with the previous year:

	Previous year.		1895.		Increase or decrease.	
	Tons.	₹	Tons.	₹	Tons.	₹
General merchandise	124,420	2,50,923	179,906	3,67,018	+55,486	+1,16,995
Military stores	13	111	2	30	—11	—81
Railway materials for construction (Home line only)	113,529	1,97,715	200,063	2,47,472	+86,534	+1,39,757
Coal and coke for the public and foreign railways	253	497	15,536	33,853	+15,283	+33,356
Coal and coke for construction (Home line only)	1,108	2 026	1,231	2,063	+123	₹37
Coal and coke for revenue only	25,471	31,395	26,896	42,919	+1,425	+11,524
Revenue stores other than coal and coke	77,488	64,756	60,946	53,553	—16,542	—11,203
Live-stock	5	83	2	51	—3	—32
Rents, miscellaneous, etc.	...	12,388	...	21,104	...	+8,716
TOTAL	343,087	468,994	484,582	7,68,063	+141,495	+2,99,069

The principal increases in the traffic in "General merchandise" are noted below:

Increase—	Tons.	₹
Grain and pulse	36,432	79,929
Metals	17,616	28,714
Oil-seeds	47,707	87,486

The increase in grain and pulse is said to have been due to the rates *vid* Bezwada and Guntakal having been reduced, that in metals to cart competition breaking down and the better market obtained by speedy railway transit.

The increase in oil-seeds was due to the comparatively low rates of carriage and to the growing confidence in railway transport.

There was also an increase of ₹1,39,757 under "Railway materials for construction (Home line only)," chiefly due to the hire of locomotives and vehicles on the unopen section of the home line having in 1894 been credited to "Sundries," and to the longer lead in carriage of this material from the depôt at Vizagapatam.

The average sum received for carrying a ton of goods one mile amounted to 3·09 pies against 3·46 pies in the previous year.

The goods earnings per goods train-mile were R1·77 against R1·50.

Working expenses.

The following table shows the working expenses of the railway during the year 1895 as compared with the previous year:

	Previous year.		1895.		Increase or decrease in amount.	Increase or decrease in the percentage of expenses on earnings.
	Amount.	Per cent. on gross earnings.	Amount.	Per cent. on gross earnings.		
	R		R		R	
Maintenance of way, works and stations	3,63,066	24·52	3,56,750	18·73	−6,316	−5·79
Locomotive expenses	4,73,484	31·98	6,05,294	31·79	+1,31,810	−0·19
Carriage and wagon expenses	56,332	3·80	69,597	3·65	+13,265	−0·15
Traffic expenses	2,36,140	15·95	2,43,794	12·80	+7,654	−3·15
General charges	1,33,598	9·02	1,63,159	8·58	+29,561	−0·44
Steam-boat service	37,306	2·52	1,11,219	5·84	+73,913	+3·32
Special and miscellaneous expenditure	29,831	2·02	25,253	1·32	−4,578	−0·70
Total	13,29,757	89·81	15,75,066	82·71	+2,45,309	−7·10

The increase in the working expenses under "Locomotive expenses" was chiefly due to the extra mileage worked, and under "Steam-boat service," to the loading and unloading charges at the ferry having been debited against "Traffic expenses" in 1894.

Rates and fares.

The principal alterations in coaching fares and goods rates will be found noted on pages 162 and 164, Part I of the Administration report.

Great Indian Peninsula Railway system (standard gauge).

12. The railway system is made up as follows:

	Miles.
Great Indian Peninsula railway	1,286·93
Dhond-Manmád railway*	145·44
Wardha Coal railway*	44·88
Khámgaon railway*	7·55
Amráoti railway*	5·43
Total	1,490·23

General results.

The following table shows the general results of the year's working as compared with those of the previous year:

	Mean mileage worked.	Train-mileage.	Gross earnings.	Working expenses.†	Net earnings.	Percentage of working expenses on gross earnings.	Gross earnings per mean mile worked per week.	Percentage of net earnings on total capital outlay, including suspense.
	Miles.	Miles.	R	R	R		R	
Previous year	1,490·23	9,174,096	3,62,74,296	1,04,82,553	1,57,91,743	53·71	468	5·67
1895	1,490·23	8,752,066	3,37,90,193	1,85,02 883	1,52,87,310	54·76	436	5·15
Increase or decrease	...	−422,030	−24,84,103	−9,79,670	−15,04,433	+1·05	−32	−0·52
Percentage of increase or decrease	...	−4·60	−6·85	−5·08	−8·96	...	−6·84	...

* Leased lines.

† Including contribution to the Provident Fund and expenditure incurred direct by the State on leased lines, but excluding rent paid for the lease of these lines.

The divisible surplus profits of the first-half of 1895 at the date of the submission of the accounts amounted to ₹32,37,282 as against ₹60,66,758 in the first-half of the previous year, a decrease of ₹28,29,476. There were no surplus profits in the second-half of 1895, the net earnings, amounting to ₹49,01,750, having fallen short of the guaranteed interest by ₹16,50,197.

After deducting from the net earnings of the year the Company's moiety of surplus profits and charges for guaranteed interest, as well as outstandings for the first half-year, the net results showed a loss to the Government for the year of ₹31,556 as against a gain of ₹42,882 in 1894, a decrease of ₹74,438.

The following table shows the gross earnings under main heads as compared with the previous year:

Gross earnings.

	Previous year.	1895.	Increase or decrease.
	₹	₹	₹
Coaching	93,72,943	97,99,476	+ 4,26,533
Goods	2,65,38,784	2,36,07,088	−29,31,696
Electric telegraph	72,722	75,216	+ 2,494
Sundries	2,89,847	3,08,413	+ 18,566
TOTAL .	3,62,74,296	3,37,90,193	−24,84,103

Coaching.—The number of passengers of the various classes carried, including troops and police and season tickets and the earnings therefrom compare as follows:

	First class.		Second class.		Third class by mail.		Third class by other trains.		Total.	
	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.
		₹		₹		₹		₹		₹
Previous year	77,731	4,45,679	624,743	7,27,696	560,910	10,16,942	12,647,098	57,16,692	13,913,482	79,07,009
1895 . .	97,599	4,79,369	681,598	7,46,068	539,812	9,74,971	13,481,398	59,48,792	14,800,407	81,49,200
Increase or decrease . .	+ 19,868	+ 33,690	+ 54,855	+ 18,372	−21,098	−41,971	+ 834,300	+ 2,32,100	+ 887,945	+ 2,42,191

The increase in the passenger traffic of all classes, except third by mail trains, was due to ordinary development. The decrease in third-class by mail trains, however, does not represent an actual falling off in the traffic, but is merely due to greater facilities afforded to passengers travelling by ordinary trains.

There was also an increase of ₹1,00,056 under "Military baggage," and "Military carriages, horses, etc.," due to the conveyance of camp equipage, etc., for the Chitral expedition; an increase of ₹66,093 under "Parcels for the public," which was chiefly derived from fruit and vegetables booked from the Madras and Southern Mahratta railways, and an increase of ₹19,479 under "Miscellaneous."

The average sum received for carrying a passenger one mile amounted to 2·70 pies against 2·69 pies in the previous year.

The coaching earnings per passenger train-mile were ₹2·52 against ₹2·51.

Goods.—The following is a summary of the tonnage of goods lifted and the earnings therefrom, as compared with the previous year:

	Previous year.		1895.		Increase or decrease.	
	Tons.	₹	Tons.	₹	Tons.	₹
General merchandise	1,895,714	2,44,34,760	1,714,327	2,15,61,847	−181,387	−28,72,913
Military stores	10,160	2,05,871	8,104	1,65,751	−2,056	−40,120
Railway materials for construction (Home line only)	41,997	33,623	31,060	33,655	−10,937	+32
Coal and coke for the public and foreign railways	97,290	2,44,647	122,956	3,78,300	+25,666	+1,33,653
Coal and coke for construction (Home line only)	139	693	206	872	+67	+179
Coal and coke for revenue only	215,867	6,30,198	175,858	4,98,445	−40,009	−1,31,753
Revenue stores other than coal and coke	443,054	8,01,084	382,485	7,67,850	−60,569	−33,234
Live-stock	9,867	1,47,843	9,096	1,67,447	−771	+19,604
Rents, miscellaneous, etc.	...	40,065	...	32,921	...	−7,144
TOTAL	2,714,088	2,65,38,784	2,444,092	2,36,07,088	−269,996	−29,31,696

The noticeable fluctuations of traffic under "General merchandise" are noted below:

	Tons.	₹
Decrease—		
Oil-seeds	166,898	21,66,848
Grain and pulse	26,340	2,71,451
Drugs and chemicals	13,702	1,82,894
Oils	6,760	1,63,828
Dyes and tans	7,372	1,57,675
Cotton, manufactured	3,005	1,39,696
Increase—		
Cotton, raw	26,822	4,10,783
Coal and coke carried for the public and foreign railways	24,577	1,29,767

The decrease in the traffic of oil-seeds was chiefly in rape and mustard, linseed, and earthnuts. The decrease in rape and mustard, as also in linseed, was due to failure of crops in the Central Provinces and Berars, and in earthnuts to failure of crops in the Bársi and Sholápur talukas owing to the rainfall having been deficient.

The decrease in grain and pulse was chiefly owing to a falling off in wheat, due to failure of supplies and to limited demand for export.

The increase in cotton, raw, was due to a good crop and the consequent large consignments forwarded to Bombay from the principal cotton centres served by the Great Indian Peninsula railway and from Cawnpore and Agra *vid* Itársi during the second-half of the year.

The average sum received for carrying a ton of goods one mile amounted to 8·45 pies against 8·36 pies in the previous year.

The goods earnings per goods train-mile were ₹4·86 against ₹4·87.

Working expenses.

The following table shows the working expenses of the railway system during 1895 as compared with the previous year:

	Previous year.		1895.		Decrease in amount.	Increase or decrease in the percentage of expenses on earnings.
	Amount.	Per cent. on gross earnings.	Amount.	Per cent. on gross earnings.		
	£		£		£	
Maintenance of way, works & stations	50,81,351	14·01	45,58,115	13·49	5,23,236	—0·52
Locomotive expenses	74,66,224	20·58	74,56,218	22·07	10,006	+1·49
Carriage and wagon expenses . .	17,18,825	4·74	16,08,962	4·76	1,09,863	+0·02
Traffic expenses	31,10,406	8·57	29,37,420	8·69	1,72,986	+0·12
General charges	14,11,442	3·89	13,85,180	4·10	26,262	+0·21
Special and miscellaneous expenditure	6,94,305	1·92	5,56,988	1·65	1,37,317	—0·27
TOTAL .	1,94,82,553	53·71	1,85,02,883	54·76	9,79,670	+1·05

The decreases in the working expenses are explained to have been chiefly under "Maintenance of way, works and stations," due to lower rates having been charged for new materials for permanent way renewals and to larger credits obtained for old materials returned to stores, also to smaller issues of steel rails, pot sleepers and tie bars; under "Carriage and wagon expenses," due to a smaller number of vehicles being repaired, owing to the improved condition of the coaching stock and to curtailment of operations on goods vehicles owing to depression in traffic; under "Traffic expenses," due to a reduction in the train and station staff owing to a falling off in the traffic; and under "Special and miscellaneous expenditure," due to smaller payments to other railways for mileage of their vehicles running on the Great Indian Peninsula line.

Rates and fares.

The chief alterations in goods rates will be found noted on page 164, Part I of the Administration report.

Bombay, Baroda and Central India Railway (standard gauge).

General results.

13. The following table shows the general results of the year's working as compared with those of the previous year:

	Mean mileage worked.	Train-mileage.	Gross earnings.	Working expenses.*	Net earnings.	Percentage of working expenses on gross earnings.	Gross earnings per mean mile worked per week.	Percentage of net earnings on total capital outlay, including suspense.
	Miles.	Miles.	£	£	£		£	
Previous year . .	461	2,463,681	1,59,48,484	58,77,510	1,00,70,974	36·85	665	10·22
1895 . . .	461	2,610,893	1,75,53,067	66,16,004	1,09,37,063	37·69	732	10·87
Increase . . .	...	147,212	16,04,583	7,38,494	8,66,089	0·84	67	0·65
Percentage of increase	...	5·98	10·06	12·56	8·60	...	10·08	...

* Including contribution to the Provident Fund.

The total amount payable to the Bombay, Baroda and Central India Railway Company on account of surplus profits in comparison with 1894 is shown in the following table:

	1894.		1895.	
	1st-half.	2nd-half.	1st-half.	2nd-half.
	₹	₹	₹	₹
Net receipts	66,19,116	35,51,089	73,82,003	36,48,851
Deduct—				
Guaranteed interest	22,78,725	22,78,725	23,27,816	23,27,816
Interest on overdrawn capital	11,341	30,756	...	6,192
Contribution to the Provident Fund	...	1,01,727	...	1,10,475
TOTAL	22,90,066	24,11,208	23,27,816	24,44,483
Balance surplus profits	43,26,927*	11,39,418†	50,52,426‡	11,98,677§
Moiety payable to the Company	21,63,463	5,69,709	25,26,213	5,69,339
Add—				
Guaranteed interest	22,78,725	22,78,725	23,27,816	23,27,816
(*a*) Total payable to the Company	44,42,188	28,48,434	48,54,029	29,27,155
Percentage on total capital bearing interest, *viz.*, ₹9,58,77,818 for 1st-half of 1894 and ₹9,91,50,545 for second-half of 1894 and for 1895	4·62	2·87	4·90	2·95
(*b*) Amount payable to the Company for the Rajputana-Malwa and Godhra-Ratlam railways (5th surplus profits)	11,93,956	4,96,200	11,25,435	3,23,008
TOTAL PAYABLE TO THE COMPANY (*a* + *b*)	56,36,144	33,14,634	59,79,464	32,50,163
Percentage on total capital bearing interest	5·88	3·37	6·03	3·28

The divisible surplus profits of the year amounted to ₹62,51,103 as against ₹54,66,345 in the previous year—an improvement of ₹7,84,758.

After deducting from the net earnings of the year the Company's moiety of surplus profits, charges for guaranteed interest, contribution to the Provident Fund, interest on overdrawn capital, and the adjustments on account of outstandings, the net result showed a gain to the State for the year of ₹31,25,552 as against a gain of ₹27,33,172 in the previous year—an improvement of ₹3,92,380.

The following table shows the gross earnings under main heads as compared with the previous year:

Gross earnings.

	Previous year.	1895.	*Increase or decrease.*
	₹	₹	₹
Coaching	49,87,143	53,43,524	+3,56,381
Goods	1,05,81,899	1,19,18,571	+13,36,672
Electric telegraph	47,092	47,444	+352
Sundries	3,32,350	2,43,528	—88,822
TOTAL	1,59,48,484	1,75,53,067	+16,04,583

* Excluding ₹2,123 appertaining to previous periods.
† Excluding ₹463 appertaining to previous periods.
‡ Excluding ₹1,760 appertaining to previous periods.
§ Excluding ₹3,690 appertaining to previous periods.

Coaching.—The number of passengers of the various classes carried, including troops and police, and season tickets and the earnings therefrom, compare as follows:

	First class.		Second class.		Intermediate class.		Third class.		Total.	
	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.
		₹		₹		₹		₹		₹
Previous year .	114,422	1,38,882	1,062,686	3,71,329	516,691	7,88,051	13,626,831	31,01,746	15,320,630	44,00,008
1895 . .	129,993	1,46,278	1,134,824	3,91,917	541,709	8,26,541	14,248,038	33,10,859	16,054,464	46,75,595
Increase .	15,571	7,396	71,838	20,588	24,918	38,489	621,207	2,09,113	733,534	2,75,587

The improvement in passenger traffic may be ascribed generally to the development of the traffic.

There was also an increase of ₹70,222 under "Parcels," due to the development of this traffic from Church Gate, Grant Road, Surat and Baroda stations and from foreign lines *vid* Ahmedabad. The balance of the increase under "Coaching" chiefly occurred under "Military baggage, carriages, horses, etc.", and "Ordinary carriages, horses, etc."

The average sum received for carrying a passenger one mile amounted, as in the previous year, to 2·63 pies.

The coaching earnings per passenger train-mile were ₹4·12 against ₹4·11.

Goods.—The following is a summary of the tonnage of goods lifted and the earnings therefrom, as compared with the previous year:

	Previous year.		1895.		Increase or decrease.	
	Tons.	₹	Tons.	₹	Tons.	₹
General merchandise . . .	1,292,477	96,10,915	1,326,241	1,06,61,477	+33,764	+10,50,562
Military stores . . .	715	24,367	1,080	37,413	+365	+13,046
Railway materials for construction (Home line only) . . .	51,585	64,489	77,617	83,452	+26,031	+18,963
Coal and coke for the public and foreign railways . . .	46,670	2,63,126	73,510	4,32,136	+26,840	+1,69,010
Coal and coke for construction (Home line only) . . .	282	389	1,073	1,912	+791	+1,523
Coal and coke for revenue only .	54,890	1,28,340	83,503	2,13,976	+28,613	+85,636
Revenue stores other than coal and coke	86,170	1,01,999	79,564	92,131	—6,606	—9,868
Live-stock	20,699	3,38,806	19,480	3,87,334	—1,210	+8,528
Rents, miscellaneous, &c. . .	...	9,468	...	8,740	...	—728
Total .	1,553,480	1,05,81,899	1,662,136	1 10,18,571	+108,650	+12,36,672

The noticeable increases under "General merchandise" were an increase of 32,631 tons and ₹4,82,083 in cotton, raw, chiefly in the traffic booked from Wadhwán, and from *vid* Godhra and Sábarmati to Bombay, of 34,700 tons and ₹4,72,969 in grain and pulse, chiefly in the traffic in wheat received at Bombay *vid* Godhra and Sábarmati, of 8,336 tons and ₹1,15,568 in metals, chiefly in the traffic forwarded from Bombay to Ahmedabad and to *vid* Godhra and Sábarmati, and of 1,347 tons and ₹71,117 in sugar, chiefly in the traffic booked from Bombay to *vid* Godhra and from the Great Indian Peninsula railway *vid* Dádar junction to stations on the Bombay, Baroda and Central India railway. There was, however, a decrease under oil-seeds of 70,413 tons and ₹4,41,220 chiefly in traffic received at Bombay *vid* Sábarmati, and under salt of 19,345 tons and ₹33,034 due partly to the decrease in traffic booked from Bháyndar to beyond Dádar junction and partly to the decrease in traffic booked from Khárághoda to stations beyond the metre gauge *vid* Viramgám. The decrease in receipts under salt was also due to the diversion of this traffic from Khárághoda to stations in Central India, previously carried *vid* Dádar junction to the shorter route *vid* Godhra and Rutlam.

The average sum received for carrying a ton of goods one mile amounted to 7·75 pies against 7·68 pies in the previous year.

The goods earnings per goods train-mile were R9·07 against R8·46.

Sundries.—The large decrease of R88,822 under this head was due partly to a decrease under hire of locomotives, there being no credit to this head on account of engines lent to contractors in consequence of the through opening of the Godhra-Rutlam railway, and partly to a large falling off in the receipts from mileage and demurrage of vehicles in consequence of the diversion of the salt traffic from Khárághoda, previously carried *vid* Dádar junction, to the shorter route *vid* Godhra, and a decrease in the salt traffic from Bháyndar to stations on the Great Indian Peninsula railway. There were, however, noticeable increases under rent of stations jointly occupied, workshop receipts and interest received from the Godhra-Rutlam railway on the capital cost of the rolling-stock built for its use.

Working expenses.

The following table shows the working expenses of the railway during 1895 as compared with the previous year:

	Previous year.		1895.		Increase or decrease in amount.	Increase or decrease in the percentage of expenses on earnings.
	Amount.	Per cent. on gross earnings.	Amount.	Per cent. on gross earnings.		
	R		R		R	
Maintenance of way, works and stations	12,98,866	8·14	14,96,482	8·52	+1,97,616	+0·38
Locomotive expenses	22,86,580	14·34	26,74,051	15·23	+3,87,471	+0·89
Carriage and wagon expenses	5,81,923	3·65	5,80,837	3·31	−1,086	−0·34
Traffic expenses	8,93,820	5·60	9,81,255	5·59	+87,435	−0·01
General charges	5,75,523	3·61	5,55,014	3·17	−19,009	−0·44
Special and miscellaneous expenditure	2,40,798	1·51	3,27,465	1·87	+86,667	+0·36
TOTAL	58,77,510	36·85	66,16,004	37·69	+7,38,494	+0·84

The increase under "Maintenance of way, works and stations" occurred chiefly under "Repairs of bridges" and "Unclassified expenditure," and was due to outlay incurred during the year in connection with the renewal of Warren girder bridges.

The increase in the "Locomotive expenses" was chiefly under "Fuel," "Maintenance and renewals of locomotive engines and machinery," and "Unclassified expenditure." The increase in the expenditure under the first was partly due to the greater train-mileage run, but it was mainly the result of an increase in the rate of consumption per train-mile, owing principally to a large use of country coal; that under the second to the execution of a larger number of important repairs in consequence of the heavy traffic of the year and the renewal of 3 boilers and 2 locomotive engines in the second-half of 1895 against only 2 locomotive engines in the corresponding period of 1894; and that under the third almost wholly to the conveyance of a larger quantity of coal.

The increase of R87,435 in the "Traffic expenses" was due to the entertainment of additional station and train staff to meet heavy traffic, to the increased train-mileage run, to a large issue of tarpaulins in the second-half of 1895, and to the charges for 1894 having been reduced by a large credit for overcharges on oil issued in previous years.

Madras Railway system (standard gauge).

14. The open mileages were as follows:

Madras railway	839·22
Kolar Gold-fields railway*	10·00
	849·22

* Worked by the Madras Railway Company.

The mean mileage worked during the year was 849·22 miles against 845·08 miles in the previous year. The increase was due to the fact that the mean mileage for Kolar Gold-fields railway for the year 1894 was calculated from the 1st June 1894, the date of the opening of the line.

General results.

The following table shows the general results of the year's working as compared with those of the previous year:

	Mean mileage worked.	Train-mileage.	Gross earnings.	Working expenses.*	Net earnings.	Percentage of working expenses on gross earnings.	Gross earnings per mean mile worked per week.	Percentage of net earnings on total capital outlay, including suspense.
	Miles.	Miles.	₹	₹	₹		₹	
Previous year . .	845·08	2,528,863	1,03,92,095	54,15,859	49,77,136	52·11	237	4·11
1895	849·22	2,569,498	1,13,53,713	54,08,603	59,45,110	47·64	257	4·89
Increase or decrease .	+4·14	+30,635	+9,60,718	−7,256	+9,67,974	−4·47	+20	+0·78
Percentage of increase or decrease . .	+0·49	+1·21	+9·24	−0·13	+19·45	...	+8·71	...

Gross earnings.

The following table shows the gross earnings under main heads as compared with the previous year:

	Previous year.	1895.	Increase or decrease.
	₹	₹	₹
Coaching	41,37,768	47,82,318	+6,44,550
Goods	60,41,172	63,96,604	+3,55,432
Electric telegraph	18,164	20,748	+2,584
Sundries	1,95,891	1,54,043	−41,848
TOTAL .	1,03,92,995	1,13,53,713	+9,60,718

Coaching.—The number of passengers of the various classes carried, including troops and police and season tickets, and the earnings therefrom, compare as follows:

	First class.		Second class.		Third class.		Total.	
	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.
		₹		₹		₹		₹
Previous year	25,176	1,74,277	85,895	2,27,896	10,342,078	31,69,347	10,454,049	35,71,520
1895	26,568	2,16,242	117,237	2,66,574	9,336,237	36,92,213	9,480,242	41,75,029
Increase or decrease . . .	+1,392	+41,965	+31,342	+38,678	−1,006,741	+5,22,866	−974,807	+6,03,509

There was a decrease of 970,307 in the number of passengers carried, but an increase of ₹6,03,509 in the earnings. In the second-half of 1894, there was a large increase in the number of passengers and also in the earnings in the case of third class traffic; in fact the number of passengers carried was the

* Including contribution to the Provident Fund.

highest on record. The third class traffic contributed R5,22,867 to the increase in earnings, due to the third class fares being raised from the 1st January 1895.

There was also an increase of R21,419 in the earnings from horses, carriages and dogs, due to the increased traffic from Northern India to the Nilgiri hills and of R11,407 in the earnings from military baggage.

The average sum received for carrying a passenger one mile amounted to 2·28 pies against 1·79 pies in the previous year.

The coaching earnings per passenger train-mile were R3·70 against R3·15.

Goods.—The following is a summary of the tonnage of goods lifted and the earnings therefrom as compared with the previous year:

	Previous year.		1895.		Increase or decrease.	
	Tons.	R	Tons.	R	Tons.	R
General merchandise	763,391	54,66,597	802,732	56,69,361	+ 39,341	+ 2,02,764
Military stores	1,866	73,649	1,684	74,216	+ 18	+ 567
Railway materials for construction (Home line only)	28,568	18,436	26,179	11,805	— 2,189	— 6,631
Coal and coke for the public and foreign railways	117,858	3,25,736	187,263	4,51,551	+ 69,405	+ 1,25,815
Coal and coke for revenue only	30,391	29,822	24,505	28,945	— 5,886	— 877
Revenue stores other than coal and coke	198,528	81,837	230,176	1,00,494	+ 31,648	+ 15,657
Live-stock	1,242	25,827	1,490	40,826	+ 248	+ 14,999
Rents, miscellaneous etc.,	...	16,248	...	19,406	...	+ 3,158
TOTAL	1,141,644	60,41,172	1,274,229	63,96,604	+ 132,585	+ 3,55,432

The principal fluctuations of traffic under "General merchandise" are noted below:

	Tons.	R
Increase—		
Grain and pulse	...	63,563
Provisions	2,077	34,210
Timber	35,836	77,891
Decrease—		
Grain and pulse	4,261	...
Oil-seeds	13,187	81,810
Spices	1,862	36,961

Grain and pulse.—Decrease in tonnage was due to smaller despatches of wheat from the Southern Mahratta railway to Madras and Coimbatore, of rice from Arcot and Kátpádi to the Malabar district, and from the South Indian railway to Bangalore and the Malabar district, and of other grains from Madras to the Bangalore branch and from stations on the Bangalore branch to Madras, the Coimbatore district and from the Southern Mahratta railway to Madras and the Coimbatore district. The increase in earnings was due to the traffic having been carried longer distances.

Provisions.—Larger despatches of other provisions from Madras, Kátpádi, Salem, Coimbatore and Méttupálaiyam and from the South Indian and Southern Mahratta railways to the Bangalore branch, Madras, the Malabar and Coimbatore districts.

Timber.—Larger despatches of timber and firewood to stations on the Kolar Gold-fields railway.

Oil-seeds.—Smaller despatches of earthnuts or groundnuts from Tiruttani, Nagari and Arcot to Madras, of castor seeds from stations on the Salem district, Mysore railway to Madras, and of other oil-seeds from Madras to the Malabar district and from Kátpádi and the Southern Mahratta railway to Madras.

Spices.—Smaller despatches of betel-nuts from stations on the Malabar district to Salem, Coimbatore and South Indian railway, of pepper from Calicut to the Bangalore branch, and of chillies from Erode to the Malabar district and from the Southern Mahratta railway to Madras and North Arcot district.

The increase under "Coal and coke carried for the public and foreign railways" was due to larger consignments having been conveyed to the Kolar mines.

The average sum received for carrying a ton of goods one mile amounted to 8·40 pies against 8·59 pies in the previous year.

The goods earnings per goods train-mile were R5·01 against R4·93.

Working expenses.

The following table shows the working expenses of the railway system during 1895 as compared with the previous year:

	Previous year.		1895.		Increase or decrease in amount.	Decrease in the percentage of expenses on earnings.
	Amount.	Per cent. on gross earnings.	Amount.	Per cent. on gross earnings.		
	R		R		R	
Maintenance of way, works and stations	11,73,523	11·34	12,00,042	10·57	+ 21,519	0·77
Locomotive expenses	19,28,389	18·55	20,81,720	18·34	+1,53,331	0·21
Carriage and wagon expenses	7,17,817	6·91	6,01,765	5·30	−1,16,052	1·61
Traffic expenses	8,76,741	8·44	8,44,167	7·44	− 32,574	1·00
General charges	5,69,912	5·48	5,81,943	5·13	+ 12,031	0·35
Special and miscellaneous expenditure	1,44,477	1·39	98,966	0·87	− 45,511	0·52
Total	54,15,859	52·11	54,08,603	47·65	− 7,256	4·46

The principal fluctuations in the working expenses were, an increase of R1,53,331, in the "Locomotive expenses," caused by the cost of four new engines having been charged to the year under review and also by an increased outlay on account of fuel; and a decrease of R1,16,052 in the "Carriage and wagon expenses," due to a smaller outlay on account of repairs and renewals of vehicles and loss by exchange.

Rates and fares.

The principal alterations in the coaching fares will be found noted on page 162, Part I of the Administration report.

The Nizam's Guaranteed State Railway system (standard gauge).

15. The railway system consists of—

	Miles.
The Nizam's Guaranteed State railway	332·32
Bezwada extension of the East Coast (state) railway*	20·58
Total	†352·90

* Worked by the Nizam's Guaranteed State Railways Company.
† Including 2·19 miles (Trimulgherry branch) used for military traffic only.

General results.

The table below shows the general results of the year's working as compared with those of the previous year:

	Mean-mileage worked.*	Train-mileage.	Gross earnings.	Working expenses.	Net earnings.	Percentage of working expenses on gross earnings.	Gross earnings per mean mile worked per week.	Percentage of net earnings on total capital outlay, including suspense.
	Miles.	Miles.	₹	₹	₹		₹	
Previous year 1895 .	334·70	672,356	32,56,885	15,63,587	16,93,298	48·01	177	4·06
	334·70	759,592	34,11,308	17,39,039	16,72,269	50·98	185	3·97
Increase or decrease .	...	+87,236	+1,54,423	+1,75,452	—21,029	+2·97	+8	—0·09
Percentage of increase or decrease .	...	+12·97	+4·74	+11·22	—1·24	...	+4·52	...

Gross earnings.

The following table shows the gross earnings under main heads as compared with the previous year:

	Previous year.	1895.	Increase
	₹	₹	₹
Coaching	8,87,505	9,11,303	23,798
Goods	23,06,463	24,20,470	1,14,007
Electric telegraph	16,940	17,183	243
Sundries	45,977	62,352	16,375
TOTAL .	32,56,885	34,11,308	1,54,423

Coaching.—The number of passengers of the various classes carried, including troops and police and season tickets, and the earnings therefrom, compare as follows:

	First class.		Second class.		Third class by mail train.		Third class by other trains.		Total.	
	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.
		₹		₹		₹		₹		₹
Previous year 1895 .	7,129	57,856	33,982	66,239	334,664	1,70,973	947,580	4,87,906	1,323,355	7,77,974
	7,503	56,845	34,915	68,002	332,471	1,70,367	984,852	5,04,569	1,359,741	7,99,803
Increase or decrease .	+374	+3,989	+933	+1,763	—2,193	—606	+37,272	+16,683	+36,386	+21,829

The improvement in the third class passenger traffic is ascribed generally to the increase in local bookings and foreign inward and outward traffic in the first-half of 1895. The balance of the increase under "Coaching" was distributed over several heads.

The average sum received for carrying a passenger one mile amounted to 2·37 pies against 2·35 pies in the previous year.

The coaching earnings per passenger train-mile were R3·97 against R3·80.

* Including 3·10 miles of the home line worked over twice by each train and 0·89 mile of the East Coast (state) railway from the distant signal at Bezwada to the Bezwada station worked over, but excluding the Trimulgherry branch, 2·19 miles.

Goods.—The following is a summary of the earnings from goods traffic as compared with the previous year:

	Previous year.		1895.		Increase or decrease.	
	Tons.	₹	Tons.	₹	Tons.	₹
General merchandise	212,310	12,49,325	218,053	12,91,744	+5,743	+42,419
Military stores	878	13,684	811	13,012	−67	−672
Railway materials for construction (Home line only)	3,637	26,565	23,177	22,046	+19,540	−4,519
Coal and coke for the public and foreign railways	207,711	9,25,350	250,303	9,80,151	+42,592	+54,801
Coal and coke for construction (Home line only)	53	223	72	315	+19	+92
Coal and coke for revenue only	21,531	51,709	25,762	58,982	+4,231	+7,273
Revenue stores other than coal and coke	94,237	19,613	177,336	40,430	+83,099	+20,787
Live-stock	314	6,958	275	5,844	−39	−1,114
Rents, miscellaneous, etc.	...	13,006	...	7,946	...	−5,060
TOTAL	540,671	23,06,463	695,789	24,20,470	+155,118	+1,14,007

From the above table it will be seen that of the increase of ₹1,14,007 in the goods earnings, ₹42,419 were derived from "General merchandise" which was principally in the traffic in oil-seeds, and ₹54,801 from the carriage of "Coal and coke for the public and foreign railways," chiefly in the booking to Wadi, Bezwada and beyond.

The average sum received for carrying a ton of goods one mile amounted to 6·38 pies against 7·08 pies in the previous year.

The goods earnings per goods train-mile were ₹4·57 against ₹5·26.

The following table shows the working expenses of the railway system during 1895 as compared with the previous year:

Working expenses.

	Previous year.		1895.		Increase in amount.	Increase or decrease in the percentage of expenses on earnings.
	Amount.	Per cent. on gross earnings.	Amount.	Per cent. on gross earnings.		
	₹		₹		₹	
Maintenance of way, works and stations	5,14,590	15·80	5,23,111	15·34	8,521	− 0.46
Locomotive expenses	3,95,328	12·14	4,68,706	13·74	73,378	+ 1·60
Carriage and wagon expenses	98,337	3·02	1,50,580	4·41	52,243	+ 1·39
Traffic expenses	2,33,620	7·17	2,49,113	7·30	15,493	+ 0·13
General charges	2,93,595	9·01	3,10,724	9·11	17,129	+ 0·10
Special and miscellaneous expenditure	28,117	0·87	36,805	1·08	8,688	+ 0·21
TOTAL	15,63,587	48·01	17,39,039	50·98	1,75,452	+ 2·97

The principal increases in the working expenses occurred under "Locomotive expenses", ₹73,378, due mainly to heavier repairs and renewals of engines, and under "Carriage and wagon expenses", ₹52,243, due to heavier repairs to vehicles.

The Gaekwar's Petlád Railway (standard gauge).

16. The following table shows the general results of the year's working as compared with those of the previous year:

General results.

	Mean mileage worked.	Train-mileage.	Gross earnings.	Working expenses.	Net earnings.	Percentage of working expenses on gross earnings.	Gross earnings per mean mile worked per week.	Percentage of net earnings on total capital outlay, including suspense.
	Miles.	Miles.	₹	₹	₹		₹	
Previous year	13·35	19,557	69,668	25,631	44,037	36·79	100	6·09
1895	13·35	19,544	73,891	27,307	46,584	36·96	106	6·44
Increase or decrease	...	—13	+4,223	+1,676	+2,547	+0·17	+6	+0·35
Percentage of increase or decrease	...	—0·07	+6·06	+6·54	+5·78	...	+6·00	...

The following table shows the gross earnings under main heads as compared with the previous year:

Gross earnings.

	Previous year.	1895.	Increase or decrease.
	₹	₹	₹
Coaching	49,577	50,427	+ 850
Goods	19,034	21,586	+2,552
Electric telegraph	625	357	— 268
Sundries	432	1,521	+1,089
TOTAL	69,668	73,891	+4,223

Coaching.—The number of passengers of the various classes carried, including troops and police and season tickets, and the earnings therefrom compare as follows:

	First class.		Second class.		Third class.		Total.	
	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.
		₹		₹		₹		₹
Previous year	133	112	2,188	838	268,035	46,790	271,256	47,740
1895	198	152	2,159	851	277,201	47,311	279,558	48,314
Increase or decrease	+65	+40	—29	+13	+8,266	+521	+8,302	+574

The improvement under third class passenger traffic may be ascribed generally to ordinary development of traffic.

The average sum received for carrying a passenger one mile amounted to 2·51 pies against 2·50 pies in the previous year.

The coaching earnings per passenger train-mile were ₹3·62 against ₹3·56.

Goods.—The following is a summary of the tonnage of goods lifted and the earnings therefrom as compared with the previous year:

	Previous year.		1895.		Increase or decrease.	
	Tons.	₹	Tons.	₹	Tons.	₹
General merchandise	20,018	18,251	22,063	20,836	+1,965	+2,585
Coal and coke for the public and foreign railways	3	2	5	4	+2	+2
Coal and coke for revenue only	490	139	597	162	+107	+23
Revenue stores other than coal and coke	58	14	46	13	—12	—1
Live-stock	255	332	205	302	—50	—30
Rents, miscellaneous, etc.	...	296	...	269	...	—27
TOTAL	20,904	19,034	22,916	21,586	+2,012	+2,552

The noticeable increases under "General merchandise" were 1,163 tons and R845 in stone and lime, due mainly to the improved traffic from Sevalia and Wadhwán to Petlád, and 790 tons and R1,878 in tobacco, chiefly in traffic booked from Petlád to Bombay, stations between Bombay and Surat, and to stations reached *vid* Godhra and Sábarmati junctions.

The average sum received for carrying a ton of goods one mile amounted to 13·63 pies against 13·28 pies in the previous year.

The goods earnings per goods train-mile were R3·85 against R3·37.

Working expenses.

The following table shows the working expenses of the railway during 1895 as compared with the previous year:

	Previous year.		1895.		Increase or decrease in amount.	Increase or decrease in the percentage of expenses on earnings.
	Amount.	Per cent. on gross earnings.	Amount.	Per cent. on gross earnings.		
	R		R		R	
Maintenance of way, works and stations	5,796	8·32	5,815	7·87	+19	—0·45
Locomotive expenses	10,118	14·52	11,421	15·46	+1,303	+0·94
Carriage and wagon expenses	2,593	3·72	2,517	3·41	—76	—0·31
Traffic expenses	3,951	5·67	4,229	5·72	+278	—0·05
General charges	2,557	3·67	2,394	3·24	—163	—0·43
Special and miscellaneous expenditure	616	0·89	931	1·26	+315	+0·37
Total	25,631	36·79	27,307	36·96	+1,676	+0·17

The increase in the total working expenses was due to the increase in the percentage of expenses to earnings on the Bombay, Baroda and Central India railway which works the line.

Bengal and North-Western Railway system (metre gauge).

17. The railway system is composed of—

	Miles.
Tirhoot State railway, Government section	341·80
Bengal and North-Western railway, Company's section	414·50

The mean mileage worked was the same as in the previous year.

General results.

The following table shows the general results of the year's working as compared with those of the previous year:

	Mean mileage worked.	Train-mileage.	Gross earnings.	Working expenses.	Net earnings.	Percentage of working expenses on gross earnings.	Gross earnings per mean mile worked per week, excluding steam-boat.	Percentage of net earnings on total capital outlay, including suspense.
	Miles.	Miles.	R	R	R		R	
Previous year	756·30	1,689,275	55,59,547	23,23,359	32,36,188	41·79	130	6·05
1895	756·30	1,737,035	56,60,680	24,02,853	32,57,825	42·45	133	5·73
Increase or decrease	...	+47,760	+1,01,133	+79,496	+21,637	+0·66	+3	—0·30
Percentage of increase	...	2·83	1·82	3·42	0·67	...	2·31	...

Gross earnings.

The following table shows the gross earnings under the main heads as compared with the previous year:

	Previous year.	1895.	Increase or decrease.
	₹	₹	₹
Coaching	22,31,219	23,59,924	+ 1,28,705
Goods	26,87,731	26,70,015	—17,716
Electric telegraph	27,133	27,575	+ 442
Steam-boat	4,35,658	4,34,774	— 884
Sundries	1,77,806	1,68,392	—9,414
TOTAL	55,59,547	56,60,680	+1,01,133

Coaching.—The number of passengers of the various classes carried, including troops and police and season tickets and the earnings therefrom, compare as follows:

	First class.		Second class.		Intermediate class.		Third class.		Total	
	No.	Earnings.	No.	Earnings.	No.	Earnings	No.	Earnings.	No.	Earnings.
		₹		₹		₹		₹		₹
Previous year	15,050	48,596	23,082	41,136	68,689	36,736	5,394,143	19,76,383	5,500,964	21,02,851
1895	16,159	54,759	24,636	44,598	77,723	42,495	5,581,116	20,66,558	5,699,634	22,08,410
Increase	1,109	6,163	1,554	3,462	9,034	5,759	186,973	90,175	198,670	1,05,559

The improvement in the passenger traffic under all classes was due to the general development of traffic and to the Ajodhya *melas*.

There was also an increase of ₹12,553 under "Parcels," due, it is said, to the exports of fresh fruits from Durbhunga and Mozufferpore, and the balance of the increase under "Coaching" was chiefly under "Ordinary carriages, horses, etc.," and "Special trains."

The average sum received for carrying a passenger one mile amounted to 2·11 pies against 2·10 pies in the previous year.

The coaching earnings per passenger train-mile were ₹3·06 against ₹2·89.

Goods.—The following is a summary of the tonnage of goods lifted and the earnings therefrom as compared with the previous year:

	Previous year.		1895.		Increase or decrease.	
	Tons.	₹	Tons.	₹	Tons.	₹
General merchandise	649,992	25,44,979	628,788	24,27,897	—21,204	—1,17,082
Railway materials for construction (Home line only)	16,993	25,851	56,063	95,424	+39,160	+69,573
Coal and coke for the public and foreign railways	38,044	56,006	42,715	67,855	+4,671	+11,849
Coal and coke for revenue only	22,030	23,208	18,754	16,182	—3,282	—7,026
Revenue stores other than coal and coke	28,268	27,251	32,738	44,496	+4,470	+17,245
Live-stock	72	1,094	49	775	—26	—319
Rents, miscellaneous, etc.	...	9,342	...	17,386	...	+8,044
TOTAL	755,315	26,87,731	779,104	26,70,015	+23,789	—17,716

The principal decreases in the earnings under "General merchandise" were ₹92,444 in oil-seeds, ₹22,247 in sugar, and ₹46,810 in tobacco due to failure of crops.

The increase under "Railway materials for construction" was due to materials required for new extensions.

The average sum received for carrying a ton of goods one mile amounted to 6·17 pies against 6·26 pies in the previous year.

The goods earnings per goods train-mile were R2·76 against R2·93.

The following table shows the working expenses of the railway system during 1895 as compared with the previous year:

Working expenses.

	Previous year.		1895.		Increase or decrease in amount.	Increase or decrease (+) the percentage of expenses on earnings.
	Amount.	Per cent. on gross earnings.	Amount.	Per cent. on gross earnings.		
	R		R		R	
Maintenance of way, works and stations	5,94,190	10·69	5,91,976	10·46	—2,214	—0·23
Locomotive expenses	4,67,468	8·41	4,76,544	8·42	+9,142	+0·01
Carriage and wagon expenses	1,26,109	2·27	1,50,430	2·66	+24,321	+0·39
Traffic expenses	4,39,992	7·91	4,40,332	7·78	+340	—0·13
General charges	4,08,839	7·35	4,19,138	7·40	+10,299	+0·05
Steam-boat service	1,85,621	3·34	2,09,757	3·70	+24,136	+0·36
Special and miscellaneous expenditure	1,01,206	1·82	1,14,678	2·03	+13,472	+0·21
Total	23,23,359	41·79	24,02,855	42·45	+79,496	+0·66

The increase under "Carriage and wagon expenses" was chiefly due to the erection of sixty iron covered goods wagons in replacement of old wooden ones; under "General charges" to Home engineering charges being heavier on account of more stores having been dealt with, and to the fall in exchange; under "Steam-boat service" to the appointment of two convenanted engineers, to more goods having been handled, to rise in the price of coal and to the extension of Nipania Ghat; and under "Special and miscellaneous expenditure" to certain outstandings having been written off in the second-half of 1895.

The principal alterations in the goods rates are referred to on page 165, Part I of the Administration report.

Rates and fares.

Rajputana-Malwa Railway (metre gauge).

18. The mean mileage worked during the year under review was 1,673·94 miles against 1,674·02 miles in the previous year, the decrease being due to the re-alignment between Fatehabad and Indore.

The following table shows the general results of the year's working as compared with those of the previous year:

General results.

	Mean mileage worked.	Train-mileage.	Gross earnings.	Working expenses.	Net earnings.	Percentage of working expenses on gross earnings.	Gross earnings per mean mile worked per week.	Percentage of net earnings on total capital outlay, including suspense.
	Miles.	Miles.	R	R	R		R	
Previous year	1,674·02	7,092,168	2,48,41,539	94,87,374	1,53,54,165	38·19	285	11·65
1895	1,673·94	6,279,910	2,34,40,581	94,45,319	1,39,95,262	40·29	269	10·54
Increase or decrease	—0·08	—812,258	—14,00,958	—42,055	—13,58,903	+2·10	—16	—1·11
Percentage of decrease	...	11·45	5·64	0·44	8·85	...	5·61	...

The total amount payble to the Bombay, Baroda and Central India Railway Company on account of surplus profits of the Rajputana-Malwa and Godhra-Rutlam-Nagda (open section) railways, in comparison with 1894, is shown in the following table :

	1894.		1895.	
	1st-half.	2nd-half.	1st-half.	2nd-half.
	₹	₹	₹	₹
Net receipts	94,46,638	60,77,212	92,19,491	52,55,958
Deduct—				
Interest	34,76,856	35,96,213	35,92,315	36,40,916
Divisible surplus profits	59,69,782	24,80,999	56,27,176	16,15,042
Government share	47,75,826	19,84,799	45,01,741	12,92,034
Company's share	11,93,956	4,96,200	11,25,435	3,23,008

Gross earnings.

The following table shows the gross earnings under main heads as compared with those of the previous year :

	Previous year	1895.	Increase or decrease.
	₹	₹	₹
Coaching	69,56,738	75,04,864	+5,48,126
Goods	1,75,02,774	1,55,00,469	—20,02,305
Electric telegraph	63,058	66,223	+3,165
Sundries	3,18,969	3,69,025	+50,056
TOTAL	2,48,41,539	2,34,40,581	—14,00,958

Coaching.—The number of passengers of the various classes carried, including troops and police and season tickets, and the earnings therefrom compare as follows :

	First class.		Second class.		Intermediate class.		Third class.		Total.	
	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.
	₹	₹	₹	₹	₹	₹	₹	₹	₹	₹
Previous year	18,780	1,32,472	74,713	2,11,901	281,517	3,21,928	10,132,310	55,90,414	10,507,320	62,63,715
1895	18,957	1,32,668	76,852	2,17,142	289,601	3,30,378	10,826,449	59,25,293	11,211,859	66,05,381
Increase or decrease	+177	—6,804	+1,939	+5,241	+8,084	+8,550	+694,139	+3,34,879	+704,539	+3,41,666

The general improvement in passenger traffic may be ascribed to development. The increase in number and decrease in earnings under first class was due to passengers having travelled shorter distances.

There was also an increase of ₹1,67,882 under "Military baggage, carriages, horses and dogs, etc.," due, it is explained, to a large number of horses, mules, etc., having been carried for the Military Department in connection with the Chitral relief expedition ; and of ₹64,194 under "Parcels for the public," owing to increase in the passenger traffic.

The average sum received for carrying a passenger one mile amounted to 2·11 pies against 2·12 pies in the previous year.

The coaching earnings per passenger train-mile were ₹3·41 against ₹3·24.

Goods.—The following is a summary of the tonnage of goods lifted and the earnings therefrom as compared with the previous year:

	Previous year.		1895.		Increase or decrease.	
	Tons.	£	Tons.	£	Tons.	£
General merchandise	1,783,783	1,67,00,834	1,686,218	1,46,58,671	—97,565	—20,42,163
Military stores	5,146	83,614	5,142	92,727	—4	+9,113
Railway materials for construction (Home line only)	96,699	1,70,679	46,038	77,507	—50,661	—93,172
Coal and coke for the public and foreign railways	9,272	45,455	10,407	39,818	+1,135	—5,637
Coal and coke for construction (Home line only)	2,578	11,632	1,340	6,698	—1,238	—4,934
Coal and coke for revenue only	72,738	2,70,854	106,821	4,06,455	+34,083	+1,35,601
Revenue stores other than coal and coke	58,763	1,21,240	61,780	1,19,721	+3,017	—1,519
Live-stock	8,235	76,299	5,156	76,308	—2,879	+9
Rents, miscellaneous, etc.	...	22,167	...	23,330	...	+1,163
TOTAL	2,037,014	1,75,02,774	1,922,902	1,55,01,235	—114,112	—20,01,539
Less—Outstandings irrecoverable	...	...	...	766	...	—766
NET TOTAL	2,037,014	1,75,02,774	1,922,902	1,55,00,469	—114,112	—20,02,305

The principal decreases under "General merchandise" were under "Grain and pulse," owing to exceptionally heavy traffic forwarded to Cawnpore, and to foreign lines *vid* Agrá Cantonment, Cawnpore, Delhi and Bhátinda in 1894, in consequence of the scarcity of food grains in the North-Western Provinces and Oudh; under "Oil-seeds" in the traffic forwarded to the Bombay, Baroda and Central India railway *vid* Sábarmati, and under "Sugar", chiefly in the traffic received *vid* Háthras and Cawnpore.

The average sum received for carrying a ton of goods one mile amounted to 6·64 pies against 6·32 pies in the previous year.

The goods earnings per goods train-mile were R3·80 against R3·54.

The following table shows the working expenses of the railway during 1895 as compared with the previous year:

Working expenses.

	Previous year.		1895.		Increase or decrease in amount.	Increase or decrease in the percentage of expenses on earnings.
	Amount.	Per cent. on gross earnings.	Amount.	Per cent. on gross earnings.		
	£		£		£	
Maintenance of way, works and stations	15,70,690	6·32	16,34,622	6·97	+63,932	+0·65
Locomotive expenses	39,70,744	15·98	39,97,400	17·05	+26,656	+1·07
Carriage and wagon expenses	9,95,152	4·01	9,60,802	4·10	—34,350	+0·09
Traffic expenses	15,40,040	6·20	15,23,246	6·50	—17,394	+0·30
General charges	12,44,169	5·01	11,72,430	5·00	—71,739	—0·01
Special and miscellaneous expenditure	1,65,979	0·67	1,56,879	0·67	—9,100	...
TOTAL	94,87,374	38·19	94,45,319	40·29	—42,055	+2·10

The increase under "Maintenance of way, works and stations" was due partly to a special credit afforded in 1894 by the sale of old rails, partly to more works having been sanctioned and carried out during 1895, and partly to a greater loss on the sale of unserviceable stores; under "Locomotive expenses" to carriage of more coal, which was partly counterbalanced by decreases under running charges and fuel, due to less train-mileage run.

The decrease under "Carriage and wagon expenses" was chiefly under repairs and renewals of vehicles, due to heavier renewals and more extensive rebuilding of stock in 1894; and under "General charges" in home office expenses, due to the exclusion of inspection fees on materials, which are now added to the value of stores.

The principal alterations in the goods rates are referred to on page 164 of Part I of the Administration report.

Rates and fares.

Pálanpur-Deesa Railway (metre gauge.)

General results.

19. The following table shows the general results of the year's working as compared with those of the previous year:

	Mean mileage worked.	Train-mileage.	Gross earnings.	Working expenses.	Net earnings.	Percentage of working expenses on gross earnings.	Gross earnings per mean mile worked per week.	Percentage of net earnings on total capital outlay, including suspense.
	Miles.	Miles.	₹	₹	₹		₹	
Previous year	17·28	15,295	37,544	14,399	23,145	38·35	42	5·79
1895	17·28	12,574	38,182	15,337	22,845	40·17	42	5·71
Increase or decrease	...	−2,721	+638	+938	−300	+1·82	...	−0·08
Percentage of increase or decrease	...	−17·79	+1·70	+6·51	−1·30	...	...	...

Gross earnings.

The following table shows the gross earnings under main heads as compared with those of the previous year:

	Previous year.	1895.	Increase or decrease.
	₹	₹	₹
Coaching	19,838	21,906	+2,068
Goods	17,538	16,134	−1,404
Electric telegraph	137	115	−22
Sundries	11	27	+16
TOTAL	37,544	38,182	+638

Coaching.—The number of passengers of the various classes carried, including troops and police, and the earnings therefrom compare as follows:

	First class.		Second class.		Third class.		Total.	
	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.
		₹		₹		₹		₹
Previous year	878	784	2,958	1,116	93,626	15,891	97,462	17,791
1895	600	610	1,535	679	107,889	18,216	110,024	19,505
Increase or decrease	−278	−174	−1,423	−437	+14,263	+2,325	+12,562	+1,714

The increase in third class passenger traffic may be ascribed to general development of traffic.

The average sum received for carrying a passenger one mile amounted to 2·37 pies against 2·45 pies in the previous year.

The coaching earnings per passenger train-mile were R2·98 against R2·74.

Goods.—The following is a summary of the tonnage of goods lifted and the earnings therefrom as compared with the previous year:

	Previous year.		1895.		Increase or decrease.	
	Tons.	₹	Tons.	₹	Tons.	₹
General merchandise	16,863	15,438	17,608	15,447	+745	+9
Military stores	214	413	112	209	−102	−204
Railway materials for construction (Home line only)	4,750	1,356	551	129	−4,208	−1,227
Coal and coke for revenue only	12	3	18	5	+6	+2
Revenue stores other than coal and coke	188	41	88	25	−100	−16
Live-stock	151	81	81	120	−70	+39
Rents, miscellaneous, etc.	...	206	...	199	...	−7
TOTAL	22,187	17,538	18,458	16,134	−3,729	−1,404

The average sum received for carrying a ton of goods one mile amounted to 1·07 pies against 1·18 pies in the previous year.

The goods earnings per goods train-mile were R3·09 against R2·18.

The following table shows the working expenses of the railway during 1895 as compared with the previous year:

Working expenses.

	Previous year.		1895.		Increase in amount.	Increase or decrease in the percentage of expenses on earnings.
	Amount.	Per cent. on gross earnings.	Amount.	Per cent. on gross earnings.		
	£		£		£	
Maintenance of way, works and stations	2,371	6·31	2,652	6·95	281	+ 0·64
Locomotive expenses	6,040	16·09	6,505	17·04	465	+ 0·95
Carriage and wagon expenses	1,511	4·02	1,555	4·07	44	+ 0·05
Traffic expenses	2,339	6·23	2,471	6·47	132	+ 0·24
General charges	1,887	5·03	1,899	4·97	12	— 0·06
Special and miscellaneous expenditure	251	0·67	255	0·67	4	...
TOTAL	14,399	38·35	15,337	40·17	938	+ 1·82

The Pálanpur-Deesa railway is worked by the Bombay, Baroda and Central India Railway Company for the same percentage of expenses to earnings as prevails on the Rajputana-Malwa railway system.

Southern Mahratta Railway system (metre gauge).

20. The open mileage of the railway system is made up as follows:

	Miles.
Southern Mahratta railway	1,042·04
Guntakal-Mysore frontier railway*	119·50
Southern Mahratta railway, Mysore section*	296·00
Kolhápur railway*	29·07
Yesvantpur-Mysore frontier railway*	51·35
Mysore-Nanjangúd railway*	15·25
	1,553·21

The following table shows the general results of the year's working as compared with those of the previous year:

General results.

	Mean mileage worked.†	Train-mileage.	Gross earnings.	Working expenses.‡	Net earnings.	Percentage of working expenses on gross earnings.	Gross earnings per mean mile worked per week.	Percentage of net earnings on total capital outlay, including suspense.
	Miles.	Miles.	£	£	£		£	
Previous year	1,556·20	3,225,033	79,87,447	30,49,852	49,37,595	65·73	99	2·26
1895	1,556·20	3,347,992	88,38,026	30,97,126	57,40,900	35·04	109	2·91
Increase or decrease	...	+112,959	+8,50,579	+47,274	+8,03,305	—5·79	+10	+0·65
Percentage of increase	...	3·49	10·65	0·99	29·34	...	10·10	...

* Worked by the Southern Mahratta Railway Company.

† Including 2·99 miles of the East Coast (state) railway from Tadépalli to Bezwada worked over.

‡ Including contribution to the Provident Fund.

Gross earnings.

The following table shows the gross earnings under main heads as compared with the previous year:

	Previous year.	1895.	Increase.
	₹	₹	₹
Coaching	32,91,559	36,39,470	3,47,920
Goods	45,50,018	49,99,715	4,49,697
Electric telegraph	25,835	26,717	882
Sundries	1,20,044	1,72,124	52,080
TOTAL	79,87,447	88,38,026	8,50,579

Coaching.—The number of passengers of the various classes carried, including troops and police and season-tickets, and the earnings therefrom compare as follows:

	First class.		Second class.		Third class.		Total.	
	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.
		₹		₹		₹		₹
Previous year	16,878	99,419	59,491	1,35,283	6,579,844	27,25,868	6,656,213	29,60,570
1895	18,668	1,16,482	60,760	1,56,742	7,256,003	29,62,383	7,335,431	32,36,007
Increase	1,790	17,063	1,271	21,459	676,159	2,36,915	679,218	2,75,437

The improvement under all classes of passenger traffic may be ascribed partly to the diversion of traffic caused by the breaches on the South-East section of the Great Indian Peninsula railway during the latter end of the year and partly to general development.

There were also increases of ₹17,398 under "Parcels for the public" and ₹36,923 under "Military baggage," and "Horses, ordinary and military," due, it is said, partly to the Chitral relief expedition, partly to the heavy bookings of horses from Nanjangúd, Kolhapur and *viâ* Bangalore to Poona, and partly to the diversion of traffic; and an increase of ₹10,140 under "Passengers' luggage", due to the development of the passenger traffic.

The average sum received for carrying a passenger one mile amounted to 2·12 pies, the same as in the previous year.

The coaching earnings per passenger train-mile were ₹2·88 against ₹2·46.

Goods.—The following is a summary of the tonnage of goods lifted and the earnings therefrom as compared with the previous year:

	Previous year.		1895.		Increase or decrease.	
	Tons.	₹	Tons.	₹	Tons.	₹
General merchandise	703,063	40,29,315	747,074	44,39,346	+44,011	+4,10,031
Military stores	1,103	13,034	1,234	18,532	+131	+5,498
Railway materials for construction (Home line only)	30,034	27,790	17,536	21,441	−12,498	−6,349
Coal and coke for the public and foreign railways	15,524	90,333	33,935	1,78,327	+18,411	+87,994
Coal and coke for revenue only	58,149	1,75,461	37,758	1,94,012	−20,351	+18,551
Revenue stores other than coal and coke	117,735	1,88,987	95,769	1,18,156	−21,966	−70,831
Live-stock	223	6,050	339	9,283	+116	+3,233
Rents, miscellaneous, etc.	...	19,048	...	20,619	...	+1,571
TOTAL	925,831	45,50,018	933,585	49,99,716	+7,854	+4,49,698

The increase under "General merchandise" occurred mainly in the traffic in grain and pulse, *viz.*, 28,297 tons and ₹3,14,693, and is explained

to have been partly due to the diversion of traffic, consequent on the breaches on the Great Indian Peninsula railway during September and October 1895, and partly to general development of business.

The average sum received for carrying a ton of goods one mile amounted to 6·95 pies against 7·36 pies in the previous year.

The goods earnings per goods train-mile amounted to R2·40, the same as in the previous year:

The following table shows the working expenses of the railway system for the year 1895 as compared with the previous year.

Working expenses.

	Previous year.		1895.		Increase or decrease in amount.	Increase or decrease in the percentage of expenses on earnings.
	Amount.	Per cent. on gross earnings.	Amount.	Per cent. on gross earnings.		
	R		R		R	
Maintenance of way, works and stations	13,89,901	17·31	13,07,854	14·80	—72,647	—2·51
Locomotive expenses	17,71,220	22·18	17,95,624	20·32	+24,404	—1·86
Carriage and wagon expenses	3,79,308	4·75	4,23,230	4·79	+43,922	+0·04
Traffic expenses	8,34,315	10·44	8,63,555	9·77	+29,240	—0·67
General charges	8,12,166	10·17	8,13,063	9·20	+897	—0·97
Special and miscellaneous expenditure	70,342	0·88	93,800	1·06	+23,458	+0·18
Total	52,49,852	65·73	53,97,126	59·94	+47,274	—5·79

The decrease under the first head is explained to have been principally due to the special renewals of sleepers having been less extensive than those in the previous year, to writesback from capital of the revenue share of rebuilding certain waterways in 1894, and to less extensive repairs having been executed to buildings and staff quarters generally in the Hubli, Kistna, Mysore and Bellary districts. Fewer trains were also run for the carriage of ballast and materials, while the renewal of tools was considerably less.

The increase under "Locomotive expenses" is explained to have been mainly due to the appointment of an additional District Locomotive Superintendent, the payment of exchange compensation allowance with arrears to the Chief Draftsman and four Foremen, to the employment of four Drivers from England, to larger consumption of fuel owing to increased train-mileage run and greater loads on trains, and to a credit of R15,000 afforded in the accounts for the half-year ended the 30th June 1894 for overcharges on rough castings previously debited.

The increase under "Carriage and wagon expenses" is stated to have been almost entirely due to the larger number of vehicles repaired and to a larger number of goods vechiles having been fitted with Jones' buffers.

The increase under "Traffic expenses" is explained to have been due to the appointment of an additional Traffic Probationer, the employment of additional staff to meet the requirements of extra night train service and increased traffic, to additional mileage run and to the substitution of mileage allowances for batta and overtime to the running staff.

The increase under "Special and miscellaneous expenditure" is stated to have been due to a provisional adjustment made of the approximate charges for toll on the Kistna bridge traffic for the four half-years ending the 31st December 1895, and to no expenditure having been incurred in England during the year on commission on debentures.

South Indian Railway (metre gauge).

21. The mean mileage worked during the year 1895 was 1,041·59 miles against 1,041·51 miles worked during the previous year. The increase of 0·08 miles is due to a correction of mileage.

General results.

The following table shows the general results of the year's working as compared with those of the previous year:

	Mean mileage worked	Train-mileage.	Gross earnings.	Working expenses.	Net earnings.	Percentage of working expenses on gross earnings.	Gross earnings per mean mile worked per week.	Percentage of net earnings on capital outlay,* including suspense.
	Miles.	Miles.	₹	₹	₹		₹	
Previous year . .	1,041·51	3,143,398	80,37,513	47,44,567	32,92,562	59·04	149	4·31
1895	1,041·59	3,325,704	89,14,947	59,03,683	30,11,295	56·13	165	5·09
Increase or decrease .	+0·08	+182,406	+8,77,434	+11,59,116	−2,81,267	−2·91	+16	+0·78
Percentage of increase .	0·01	5·77	10·92	24·45	8·54	...	10·74	...

The divisible surplus profits of the first-half of 1895 amounted to ₹8,10,004 and those of the second-half to ₹6,13,909, making up a total of ₹14,23,913 as against ₹8,45,903 in the previous year.

The net earnings for the year 1895 were ₹39,11,296, and deducting therefrom the Company's share of surplus profits, charges for guaranteed interest, additional contribution to the Provident Fund (the ordinary contribution to the fund being a debit to working expenses) and other incidental adjustments, the result was a gain to the State for the year of ₹11,63,315 as against ₹6,90,844 in the previous year— an improvement of ₹4,72,471.

Gross earnings.

The following table shows the gross earnings under main heads as compared with the previous year:—

	Previous year.	1895.	Increase or decrease.
	₹	₹	₹
Coaching	42,85,626	46,57,225	+3,71,599
Goods	36,32,040	41,59,010	+5,26,970
Electric telegraph	19,895	21,079	+1,184
Sundries	99,952	77,633	−22,319
TOTAL .	80,37,513	89,14,947	8,77,434

Coaching.—The number of passengers of the various classes carried, including troops and police and season tickets, and the earnings therefrom compare as follows:

	First class.		Second class.		Third class.		Total.	
	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.
		₹		₹		₹		₹
Previous year	20,082	58,871	184,734	1,56,014	11,27,041	38,37,891	11,481,857	40,52,776
1895	21,649	76,162	223,046	1,78,463	12,011,887	42,58,937	12,256,582	44,13,562
Increase	1,567	17,291	38,312	22,449	734,846	3,21,046	774,725	3,60,786

The improvement under all classes of passenger traffic is ascribed to the festivals at Srirangam and Chidambaram, owing to a favourable season, having been more numerously attended.

There were also increases of ₹2,154 ₹4,236 and ₹2,826 under "Parcels," "Special trains" and "Post office," respectively.

The average sum received for carrying a passenger one mile amounted to 2·06 pies, the same as in the previous year.

* ₹7,64,3,362 for 1894 and ₹7,68,38,604 for 1895. For details of the capital outlay to the 31st December 1895, see Chapter II, paragraph 36, pages 42 and 43.

The coaching earnings per passenger train-mile were R3·07 against R2·90.

Goods.—The following is a summary of the tonnage of goods lifted and the earnings therefrom as compared with the previous year:

	Previous year.		1895.		Increase or decrease.	
	Tons.	R	Tons.	R	Tons	R
General merchandise	838,594	34,69,583	860,134	39,25,435	+21,540	+4,55,852
Military stores	195	3,724	102	2,249	−93	−1,475
Railway materials for construction (Home line only)	81,755	13,220	103,956	15,130	+22,201	+1,910
Coal and coke for the public and foreign railways	5,507	7,956	5,944	8,662	+437	+906
Coal and coke for revenue only	27,237	32,124	39,001	93,964	+12,304	+61,840
Revenue stores other than coal and coke	486,174	90,012	386,971	98,201	−99,203	+8,189
Live-stock	143	3,055	171	3,021	+28	−34
Rents, miscellaneous, etc.	...	12,366	...	12,348	...	−18
TOTAL	1,439,605	36,32,040	1,396,879	41,59,010	−42,326	+5,26,970

The noticeable fluctuations of traffic under "General merchandise" are noted below:

	Increase.	
	Tons.	R
Grain and pulse	−693	1,37,885
Metals	2,706	36,808
Salt	1,470	49,306
Stone and lime	37,102	36,264
Sugar	−5,946	39,996

There was a decrease of 693 tons and an increase of R1,37,885 under "Grain and pulse." The decrease in the tonnage is stated to have been due to the demand for grain and pulse not having been as great as in the previous year owing to seasonable rains, and the increase in the earnings to the ruling price in Madura and Tinnevelly having been profitable, considerable quantities of grain (rice in the husk) were carried from Tanjore, North and South Arcot districts and Tuticorin.

The average sum received for carrying a ton of goods one mile amounted to 8·01 pies against 7·69 pies in the previous year.

The goods earnings per goods train-mile were R2·30 against R2·18.

Working expenses.

The following table shows the working expenses of the railway during 1895 as compared with the previous year:

	Previous year.		1895.		Increase or decrease in amount.	Decrease in the percentage of expenses on earnings.
	Amount.	Per cent. on gross earnings.	Amount.	Per cent. on gross earnings.		
	R		R		R	
Maintenance of way, works and stations	10,46,365	13·02	11,19,968	12·56	+73,603	0·46
Locomotive expenses	17,33,652	21·57	18,62,358	20·89	+1,28,706	0·68
Carriage and wagon expenses	6,15,528	7·66	5,96,517	6·69	−19,011	0·97
Traffic expenses	6,96,911	8·67	7,28,149	8·17	+31,238	0·50
General charges	5,89,162	7·33	6,35,457	7·13	+46,295	0·20
Special and miscellaneous expenditure	63,333	0·79	61,203	0·69	−2,130	0·10
TOTAL	47,44,951	59·04	50,03,652	56·13	+2,58,701	2·91

The increase under the first head is explained to have been chiefly due to the renewals of bridge timbers with cross sleepers for strengthening weak girders and to heavier ordinary repairs, and also to repairing Trichinopoly junction station platform with Nerjee stone slabs.

The increase in the "Locomotive expenses" is explained to have been chiefly due to the higher issue rate of coal, to the increased consumption of wood fuel owing to increased train-mileage, and to the trainage of coal from Dharmavaram and Madras to other locomotive depôts.

Máyavaram-Mutupet Railway (metre gauge).

22. The line is worked by the South Indian Railway Company at the same percentage of expenses to earnings as prevails on the South Indian, the Pondicherry and the Máyavaram-Mutupet railways *plus* a charge of 5 per cent. of the gross earnings of the Máyavaram-Mutupet railway for the hire of rolling-stock lent by the South Indian railway.

The mean mileage worked during the year was 53·99 miles against 40·53 miles worked during the previous year, the increase being due to the line having been open for traffic throughout the year against nine months during the previous year.

The following table shows the general results of the year's working as compared with those of the previous year:

General results.

	Mean mileage worked.	Train-mileage.	Gross earnings.	Working expenses.	Net earnings.	Percentage of working expenses on gross earnings.	Gross earnings per mean mile worked per week.	Percentage of net earnings on total capital outlay, including suspense.
	Miles.	Miles.	₹	₹	₹		₹	
Previous year . .	40·53	96,159	1,63,460	1,00,518	62,942	61·40	78	2·65
1895 . . .	53·99	130,411	2,42,024	1,48,355	93,669	61·30	85	3·83
Increase or decrease .	+13·46	+34,252	+78,564	+47,837	+30,727	— 0·19	+8	+1·18
Percentage of increase .	33·21	35·62	48·06	47·59	48·82	...	10·26	...

The following table shows the gross earnings under main heads as compared with the previous year:

Gross earnings.

	Previous year.	1895.	Increase.
	₹	₹	₹
Coaching	1,23,217	1,74,721	51,504
Goods	39,583	65,880	26,297
Electric telegraph	658	990	332
Sundries	2	433	431
TOTAL .	1,63,460	2,42,024	78,564

Coaching.—The number of passengers of the various classes carried, including troops and police and season tickets and the earnings therefrom, compare as follows:

	First class.		Second class.		Third class.		Total.	
	Number.	Earnings.	Number.	Earnings.	Number.	Earnings.	Number.	Earnings.
		₹		₹		₹		₹
Previous year . .	254	262	8,219	2,868	700,813	1,18,001	709,286	1,21,131
1895 . . .	355	434	10,972	3,769	999,736	1,67,606	1,011,063	1,71,809
Increase . . .	101	172	2,753	901	298,923	49,605	301,777	50,678

The increase in the number of passengers and in the earnings therefrom is attributable to the general improvement of traffic, and to the festivals at Srírangam, Chidambaram and Nagore being more numerously attended.

The average sum received for carrying a passenger one mile amounted to 2·03 pies, the same as in the previous year.

The coaching earnings per passenger train-mile were R2·00 against R2·17.

Goods.—The following is a summary of the tonnage of goods lifted and the earnings therefrom as compared with the previous year:

	Previous year.		1895.		Increase or decrease.	
	Tons.	R	Tons.	R	Tons.	R
General merchandise	31,558	33,875	44,760	50,573	+13,202	+16,698
Military stores	6	24	6	18	...	—6
Railway materials (for construction (Home line only.)	77,397	5,251	55,109	11,532	—22,288	+6,281
Coal and coke for revenue only	40	10	2,748	860	+2,708	+850
Revenue stores other than coal and coke	1,403	166	40,856	2,579	+39,453	+2,413
Live-stock	...	...	4	12	+4	+12
Rents, miscellaneous, etc.	...	257	...	306	...	+49
TOTAL	110,404	39,583	143,483	65,880	+33,079	+26,297

The average sum received for carrying a ton of goods one mile amounted to 5·47 pies against 6·05 pies in the previous year.

The goods earnings per goods train-mile were R1·53 against R1·01.

The following table shows the working expenses of the railway during 1895 as compared with the previous year:

Working expenses.

	Previous year.		1895.		Increase in amount.	Increase or decrease in the percentage of expenses on earnings.
	Amount.	Per cent. on gross earnings.	Amount.	Per cent. on gross earnings.		
	R		R		R	
Maintenance of way, works and stations	18,152	11·10	30,520	12·61	12,368	+1·51
Locomotive expenses	34,730	21·25	59,712	20·95	15,982	—0·30
Carriage and wagon expenses	11,941	7·31	16,227	6·71	4,286	—0·60
Traffic expenses	13,850	8·47	19,315	8·19	5,905	—0·28
General charges	12,182	7·45	17,311	7·15	5,129	—0·30
Special and miscellaneous expenditure	9,663	5·91	13,770	5·69	4,107	—0·22
TOTAL	1,00,518	61·49	1,48,355	61·30	47,837	—0·19

The increase in the working expenses is explained to have been due to the figures for the year 1895 containing the transactions for 12 months against only 9 months during 1894.

Assam-Bengal Railway (metre gauge).

23. The mileages of the several sections opened during the year 1895 were as follows:

	Miles.
Chittagong to Feni	56·90
Feni to Comilla	39·10
Láksám to Chandpur (branch line)	31·62
Chittagong Port to Chittagong	1·87
	129·49

The Chittagong-Feni section was opened to all descriptions of traffic on the 1st July 1895, and the Feni-Comilla section to all traffic, except passengers, on the same date, this section being subsequently opened to all descriptions of traffic on the 15th September 1895.

The port line, a length of 1·87 miles, was also opened for goods traffic only on the 3rd November 1895.

The following table shows the general results of working from the 1st July 1895 to the 31st December 1895:

General results.

	Mean mileage worked.	Train-mileage.	Gross earnings.	Working expenses.	Net earnings.	Percentage of working expenses on gross earnings.	Gross earnings per mean mile worked per week.	Percentage of net earnings on total capital outlay, including suspense.
	Miles.	Miles.	₹	₹	₹		₹	
1895	64·64	160,277	2,14,426	2,22,473	—8,047	103·75	64	...

The gross earnings under main heads were as follows:

	₹
Coaching	92,374
Goods	1,15,506
Electric telegraph	3,281
Sundries	3,265
Total	2,14,426

Coaching.—The number of passengers of the various classes carried, including troops and police, and the earnings therefrom were as follows:

	First class.		Second class.		Third class.		Total.	
	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.
		₹		₹		₹		₹
1895	359	1,805	1,766	2,485	171,634	84,023	173,759	88,313

The average sum received for carrying a passenger one mile amounted to 3·11 pies.

The coaching earnings per passenger train-mile amounted to ₹3·78.

Goods.—The following is a summary of the tonnage of goods lifted and the earnings therefrom:

	1895.	
	Tons.	₹
General merchandise	4,459	16,575
Railway materials for construction (Home line only)	282,678	96,080
Coal and coke for the public and foreign railways	1,869	399
Coal and coke for construction (Home line only)	347	302
Coal and coke for revenue only	1,736	2,012
Revenue stores other than coal and coke	62	65
Live-stock	...	27
Rents, miscellaneous, etc.	...	46
Total	291,151	1,15,506

The goods earnings were chiefly derived from the carriage of railway materials and from ballast trains run on construction account, the quantity of goods for the public having been small.

The average sum received for carrying a ton of goods one mile amounted to 4·57 pies.

The goods earnings per goods train-mile were Re·85.

The comparatively small amounts received for the carriage of goods over this railway is due to the absence of feeder roads to the stations, arrangements for the construction of which are being made by the Bengal Government, and also to the total absence of any facilities for landing and shipping goods at Chittagong. It is confidently anticipated that when the above works are carried out, a large increase in traffic will result.

As a portion of the line has only been opened during the year under review there are no fluctuations in goods traffic to record.

Working expenses.

The following table shows the working expenses of the line during the period it was open in 1895:

	Amount.	Per cent. on gross earnings.
	R	
Maintenance of way, works and stations	48,394	22·57
Locomotive expenses	64,120	29·90
Carriage and wagon expenses	10,916	5·09
Traffic expenses	46,185	21·54
General charges	52,842	24·64
Special and miscellaneous expenditure	16	0·01
TOTAL	2,22,473	103·75

From the 1st July 1895, one mixed train was run each way between Chittagong and Feni and from the 15th September, the date on which the line was opened for passenger traffic up to Comilla and Chandpur, a similar train service was established up to those points. An additional mixed train was put on between Chittagong and Chandpur from the 1st December 1895.

Through-booking with foreign railways was established on the 1st November 1895, and the India General Steam Navigation Company has a steamer service regularly running in connection with the train service between Chandpur and Goalundo.

Burma (state) Railway system (metre gauge).

24. The division of this railway system between Imperial and Provincial is shown below:

	Miles.	Miles.
Imperial section—		
Sagaing to Nankan Nankan to Mohnyin Nahakaung to Katha		256·81
Provincial section—		
Prome-Rangoon-Mandalay	547·00	
Suburban lines at Rangoon	9·00	
Mandalay shore line	2·50	
Myohaung to Amarapura shore	6·00	
Branch line from Meiktilla road station to Meiktilla Cantonment	12·89	577·39
TOTAL		834·20

The mean mileage worked during 1895 was 762·91 miles, against 732·48 miles worked in the previous year. The increase was due to the Wuntho-Nankan section, 15·50 miles, having been worked throughout the year and to the opening of an additional 88·52 miles from Nankan to Mohnyin and Nahakaung junction to Katha from the 21st October 1895.

General results.

The following table shows the general results of the year's working as compared with those of the previous year:

	Mean mileage worked.	Train-mileage.	Gross earnings.	Working expenses.	Net earnings.	Percentage of working expenses on gross earnings.	Gross earnings per mean mile worked per week, excluding steam-boat.	Percentage of net earnings on total capital outlay, including suspense.
	Miles.	Miles.	₹	₹	₹		₹	
Previous year . .	732·48	1,879,411	62,87,354	39,61,026	23,23,328	63·05	164	3·58
1895 . . .	762·91	2,008,779	67,11,063	40,08,706	27,02,357	59·73	169	3·70
Increase or decrease .	+30·43	+129,368	+4,23,709	+44,680	+3,79,029	−3·32	+5	+0·12
Percentage of increase	4·15	6·88	6·74	1·13	16·31	...	3·05	...

Gross earnings.

The following table shows the gross earnings under main heads as compared with the previous year:

	Previous year.	1895.	Increase or decrease.
	₹	₹	₹
Coaching	33,04,584	35,48,016	+2,43,432
Goods	28,13,488	30,93,930	+2,80,442
Electric telegraph	20,661	22,661	+2,000
Steam-boat	48,062	6,553	−41,509
Sundries	1,00,559	39,903	−60,656
TOTAL .	62,87,354	67,11,063	+4,23,709

Coaching.—The number of passengers of the various classes carried, including troops and police and season tickets, and the earnings therefrom compare as follows:

	First class.		Second class.		Third class.		Total.	
	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.
		₹		₹		₹		₹
Previous year .	17,733	78,780	223,085	1,65,688	6,304,502	28,99,043	6,545,320	31,43,511
1895 .	19,929	84,737	236,688	1,88,419	6,536,139	30,99,415	6,792,756	33,71,971
Increase .	2,196	5,357	13,603	22,731	231,637	2,00,372	247,436	2,28,460

As compared with the previous year there is an increase in the number of passengers carried and in the earnings therefrom. This improvement may be ascribed to the general improvement in the trade, owing to a more favourable season and prices, and to the development of passenger traffic.

There was also an increase of R15,445 under "Parcels."

The average sum received for carrying a passenger one mile was 3·13· pies against 3·14 pies in the previous year.

The coaching earnings per passenger train-mile were R3·83 against R3·59.

Goods.—The following is a summary of the tonnage of goods lifted and the earnings therefrom as compared with the previous year:

	Previous year.		1895.		Increase or decrease.	
	Tons.	R	Tons.	R	Tons.	R
General merchandise	535,907	25,79,001	581,093	27,98,821	+45,186	+2,19,820
Military stores	1,072	25,169	987	24,184	−85	−1,285
Railway materials for construction (Home line only)	63,920	28,688	116,549	40,701	+52,629	+12,013
Coal and coke for the public and foreign railways	650	361	463	371	−187	+10
Coal and coke for construction (Home line only)	656	266	486	136	−170	−130
Coal and coke for revenue only	29,891	29,836	57,477	56,135	+27,586	+26,299
Revenue stores other than coal and coke	162,752	100,141	167,909	82,155	+157	−17,986
Live-stock	2,435	43,567	3,901	85,152	+1,466	+41,585
Rents, miscellaneous, etc.	...	6,613	...	7,962	...	+1,349
TOTAL	797,283	28,13,942	923,865	30,95,617	+126,582	+2,81,675
Less—Outstandings irrecoverable	...	454	...	1,687	...	+1,233
NET TOTAL	797,283	28,13,488	923,865	30,93,930	+126,582	+2,80,442

The noticeable increases under "General merchandise" were under "Rice in the husk," 7,913 tons and R1,01,231, due to a long distance traffic from stations in the Kyaukse district to Rangoon, and from the Mu Valley line *viâ* Mandalay having sprung up during the year, owing to good crops in Upper Burma, and under "Timber," 29,043 tons and R54,117, due to a demand for sleepers for export, and to a general improvement in the trade.

There was, however, a large decrease under "Rice husked," 16,731 tons and R82,196, owing to little rice being required from Lower Burma, the harvest in Upper Burma having been a good one.

The average sum received for carrying a ton of goods one mile amounted to 7·09 pies against 7·00 pies in the previous year.

The goods earnings per goods train-mile were R2·86 against R2·94.

The following table shows the working expenses of the railway system during 1895 as compared with the previous year:

Working expenses.

	Previous year.		1895.		Increase or decrease in amount.	Increase or decrease in the percentage of expenses on earnings.
	Amount.	Per cent. on gross earnings.	Amount.	Per cent. on gross earnings.		
	R		R		R	
Maintenance of way, works and stations	11,79,099	18·75	10,98,287	16·36	−80,812	−2·39
Locomotive expenses	11,48,973	18·27	13,01,077	19·39	+1,52,104	+1·12
Carriage and wagon expenses	3,93,221	6·25	3,47,334	5·18	−45,887	−1·07
Traffic expenses	7,05,150	11·22	7,10,522	10·59	+5,372	−0·63
General charges	4,00,176	6·37	4,12,565	6·15	+12,389	−0·22
Steam-boat service	71,985	1·14	62,036	0·92	−9,949	−0·22
Special and miscellaneous expenditure	65,452	1·05	76,885	1·14	+11,433	+0·09
TOTAL	39,64,026	63·05	40,08,706	59·73	+44,680	−3·32

The decrease under "Maintenance of way, works and stations" was principally due to reduction of wages of gangs, and less relaying being done in 1895, and that under "Carriage and wagon expenses" to less repairs of coaching vehicles.

The increase under "Locomotive expenses" was due chiefly to the additional length of line open, and to heavy repairs to engines.

Rates and fares. The principal alterations in the goods rates will be found noted on page 165, Part I of the Administration report.

Rohilkund and Kumaon railway system (metre gauge).

25. The open mileage of the two sections of the railway system were as follows:

	Miles.
Company's section	53·92
Lucknow-Bareilly railway, Government section . . .	231·17

The mean mileage worked during the year was 281·82* miles, against 278·88* miles worked during the previous year. The increase of 2·94 miles was due to a larger mileage of the Dudwa fair weather branch having been worked during the year under review.

General results. The following table shows the general results of the year's working as compared with those of the previous year:

	Mean mileage worked.*	Train-mileage.	Gross earnings.	Working expenses.†	Net earnings.	Percentage of working expenses on gross earnings.	Gross earnings per mean mileage worked per week.	Percentage of net earnings on capital outlay, including suspense.
	Miles.	Miles.	₹	₹	₹		₹	
Previous year	278·88	532,686	14,31,583	8,19,089	6,12,494	57·22	99	5·74
1895 .	281·82	465,536	12,39,438	7,62,774	4,67,664	61·99	84	4·33
Increase or decrease .	+2·94	−67,150	−2,01,145	−56,315	−1,44,830	+4·77	−15	−1·41
Percentage of increase or decrease .	+1·05	−12·60	−14·05	− 6·88	−23·65	...	+15·15	...

The net earnings of the Company's section were ₹1,52,973 against ₹2,16,273 in the previous year, and those of the Lucknow-Bareilly section ₹3,14,691 against ₹3,96,221.

The divisible surplus profits of the Lucknow-Bareilly section for the first-half of 1895 amounted to ₹38,920 against ₹58,801 for the corresponding half of the previous year, resulting in a decrease of ₹19,881. There were no surplus profits in the second-half of 1895, the net earnings, amounting to ₹1,00,158, after deduction of contribution to Provident Fund having fallen short of the interest charges by ₹74,529.

The net earnings of the Lucknow-Bareilly section, after paying the Company's share of surplus profits and interest charges, showed a loss of ₹51,440 against a gain of ₹24,737 in the previous year.

* Including 12 miles of the Lucknow-Bareilly section from Bhojeepura to Bareilly worked over.
† Including contribution to the Provident Fund, but excluding bonus to the fund.

Gross earnings.

The following table shows the gross earnings under main heads as compared with the previous year:

	Previous year.	1895.	Increase or decrease.
	₹	₹	₹
Coaching	5,41,969	5,48,529	+6,560
Goods	7,54,782	5,74,854	—1,79,928
Electric telegraph	6,775	6,322	—453
Sundries	1,28,057	1,00,733	—27,324
TOTAL	14,31,583	12,30,438	—2,01,145

Coaching.—The number of passengers of the various classes carried, including troops and police, and the earnings therefrom, compare as follows:

	First class.		Second class.		Intermediate class.		Third class.		Total.	
	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.
		₹		₹		₹		₹		₹
Previous year.	4,199	32,186	13,699	53,334	9,333	7,515	1,045,585	3,80,943	1,072,816	4,73,988
1895	4,412	34,972	14,089	57,028	10,187	8,740	1,009,753	3,77,619	1,038,441	4,78,339
Increase or decrease	+213	+2,776	+390	+3,694	+854	+1,225	—35,832	—3,324	—34,375	+4,351

There was an increase in the passenger traffic on the Company's section, due principally to the location of the Bengal Army Head-quarters at Naini Tal, and a decrease on the Lucknow-Bareilly section, attributable to loss of passenger traffic between Lucknow and Bareilly, to the falling off in the pilgrim traffic and to a general scarcity amongst the people served by the railway owing to defective crops. There was also an increase of ₹1,006 under "Parcels."

The average sum received for carrying a passenger one mile amounted to 2·66 pies against 2·60 pies in the previous year.

The coaching earnings per passenger train-mile were ₹3·07 against ₹3·14.

Goods.—The following is a summary of the tonnage of goods lifted and the earnings therefrom as compared with the previous year:

	Previous year.		1895.		Increase or decrease.	
	Tons.	₹	Tons.	₹	Tons.	₹
General merchandise	280,273	6,99,406	212,174	5,38,028	—68,099	—1,61,378
Military stores	583	4,203	526	3,755	—57	—448
Railway materials for construction (Home line only)	26,157	16,608	16,581	4,639	—9,576	—11,969
Coal and coke for the public and foreign railways	140	257	97	99	—43	—158
Coal and coke for revenue only	800	1,494	263	398	—537	—1,096
Revenue stores other than coal and coke	44,448	22,787	49,360	25,963	+4,912	+3,176
Live-stock	1	19	19	357	+18	+338
Rents, miscellaneous, etc.	...	10,008	...	1,615	...	—8,393
TOTAL	352,402	7,54,782	279,020	5,74,854	—73,382	—1,79,928

During the year 1894 the traffic of the Oudh and Rohilkhand (state) railway, 30,395 tons in weight and ₹1,23,525 in freight, was diverted and carried *viâ* the Lucknow-Bareilly railway in consequence of a breach on the former line near Shájahánpur.

The decrease in goods traffic was chiefly due to a falling off of 27,994 tons and ₹94,438 under "Grain and pulse" for the reason above noted; of 46,582 tons and ₹53,883 under "Stone and lime," owing to the demand for ballast having ceased on account of the completion of the Rámpur-Moradabad railway; and of 21,988 tons and ₹55,981 under "Sugar," owing to a poor crop.

The average sum received for carrying a ton of goods one mile amounted to 6·38 pies against 5·60 pies in the previous year.

The goods earnings per goods train-mile were ₹2·00 against ₹2·10.

The following table shows the working expenses of the railway system during 1895 as compared with the previous year:

Working expenses.

	Previous year.		1895.		Increase or decrease in amount.	Increase or decrease in the percentage of expenses on earnings.
	Amount.	Per cent. on gross earnings.	Amount.	Per cent. on gross earnings.		
	₹		₹		₹	
Maintenance of way, works and stations	2,10,312	14·69	1,60,447	13·04	−49,865	−1·65
Locomotive expenses	1,90,716	13·32	1,80,741	14·69	−9,975	+1·37
Carriage and wagon expenses	49,169	3·44	54,553	4·43	+5,384	+0·99
Traffic expenses	1,32,539	9·26	1,25,579	10·21	−6,960	+0·95
General charges	1,53,149	10·70	1,53,744	12·49	+595	+1·79
Special and miscellaneous expenditure	83,204	5·81	87,710	7·13	+4,506	+1·32
TOTAL	8,19,089	57·22	7,62,774	61·99	−56,315	+4·77

The decrease in the working expenses was chiefly under "Maintenance of way, works and stations," due mainly to smaller renewal of sleepers during the year under report.

Bengal Dooars Railway (metre gauge).

26. The mean mileage worked during the year was 36·40 miles, against 34·50 miles worked during the previous year. The entire length of this line was opened for both passenger and goods traffic from the 16th June 1894 and only a portion prior to that date.

The following table shows the general results of the year's working as compared with those of the previous year:

General results.

	Mean mileage worked.	Train-mileage.	Gross earnings.	Working expenses.	Net earnings.	Percentage of working expenses on gross earnings.	Gross earnings per mean mile worked per week, excluding steamboat.	Percentage of net earnings on total capital outlay, including suspense.
	Miles.	Miles.	₹	₹	₹		₹	
Previous year	34·50	50,477	2,05,286	1,00,995	1,04,291	49·20	110	4·57
1895	36·40	38,866	2,53,537	1,26,079	1,27,458	49·73	125	5·48
Increase or decrease	+1·90	−11,611	+48,251	+25,084	+23,167	+0·53	+15	+0·91
Percentage of increase or decrease	+5·51	−23·00	+23·50	+24·84	+22·21	...	+13·64	...

Gross earnings.

The following table shows the gross earnings under main heads as compared with the previous year:

	Previous year.	1895.	Increase or decrease.
	₹	₹	₹
Coaching	37,240	50,409	+13,169
Goods	1,52,837	1,80,927	+28,090
Electric telegraph	613	310	—303
Steam-boat (Ferry)	8,761	16,120	+7,359
Sundries	5 826	5,771	—55
TOTAL	2,05,286	2,53,537	+48,251

Coaching.—The number of passengers of the various classes carried, including troops and police, and the earnings therefrom, compare as follows:

	First class.		Second class.		Intermediate class.		Third class.		Total.	
	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.
		₹		₹		₹		₹		₹
Previous year	310	1,233	1,437	3,113	390	282	85,158	27,125	87,295	31,753
1895	340	1,183	1,548	3,274	589	397	148,225	38,157	150,702	43,011
Increase or decrease	+30	—50	+111	+161	+199	+115	+63,067	+11,032	+63,407	+11,258

The improvement under almost all classes shown in the table above is due to the line having been opened for passenger traffic throughout the year.

The average sum received for carrying a passenger one mile amounted to 3·31 pies against 3·41 pies in the previous year.

There were also increases of ₹467 and ₹901 under "Passengers' luggage" and "Parcels" respectively.

The coaching earnings per passenger train-mile amounted to ₹2·40 against ₹1·70.

Goods.—The following is a summary of the tonnage of goods lifted and the earnings therefrom as compared with the previous year:

	Previous year.		1895.		Increase or decrease.	
	Tons.	₹	Tons.	₹	Tons.	₹
General merchandise	17,534	1,37,230	23,699	1,69,630	+6,165	+32,400
Railway materials for construction (Home line only)	36,197	9,638	3,482	1,125	—32,715	—8,513
Coal and coke for the public and foreign railways	1,213	4,690	1,747	8,244	+534	+3,554
Coal and coke for revenue only	...	...	184	359	+184	+359
Revenue stores other than coal and coke	...	...	1,554	396	+1,554	+396
Rents, miscellaneous, etc.	...	1,279	...	1,173	...	—106
TOTAL	54,944	1,52,837	30,666	1,80,927	—24,278	+28,090

The decrease in the tonnage was wholly under "Railway materials for construction," due probably to there having been no construction works of any importance in hand during the year. The noticeable increases under "General merchandise" occurred under "Grain and pulse" (2,574 tons and ₹11,312), chiefly due to the increased export of rice from the Eastern Bengal (state)

railway to several stations on this line; under "Metals" (539 tons and R4,201), due to the improved traffic in iron exported from the Eastern Bengal (state) railway; and under "Tea" (1,245 tons and R8,205), due to increased exports to the Calcutta market.

The average sum received for carrying a ton of goods one mile amounted to 44·78 pies against 24·73 pies in the previous year.

The goods earnings per goods train-mile were R10·14 against R5·35.

Working expenses.

The following table shows the working expenses of the railway during 1895 as compared with the previous year:

	Previous year.		1895.		Increase or decrease in amount.	Increase or decrease in the percentage of expenses on earnings.
	Amount.	Per cent. on gross earnings.	Amount.	Per cent. on gross earnings.		
	R		R		R	
Maintenance of way, works and stations	6,086	2·96	20,132	7·94	+14,046	+4·98
Locomotive expenses	24,919	12·14	18,346	7·24	—6,573	—4·90
Carriage and wagon expenses	3,548	1·73	4,312	1·70	+764	—0·03
Traffic expenses	20,308	9·89	20,579	8·12	+271	—1·77
General charges	25,462	12·40	31,207	12·31	+5,745	—0·09
Steam-boat service (Ferry)	20,044	9·77	28,331	11·17	+8,287	+1·40
Special and miscellaneous expenditure	628	0·31	3,172	1·25	+2,544	+0·94
TOTAL	1,00,995	49·20	1,26,079	49·73	+25,084	+0·53

The increase of R14,046 under "Maintenance of way, works and stations" was chiefly due to the total maintenance expenses in the first-half of 1894 having been charged to capital, and that of R8,287 under "Steam-boat service," due to using a steamer (*Teesta*) from 1st August to the 8th November 1895, while only boats were used in the second-half of 1894, and to renewal of boats and purchase of paulins.

Dibru-Sadiya Railway (metre gauge).

General results.

27. The following table shows the general results of the year's working as compared with those of the previous year:

	Mean mileage worked.	Train-mileage.	Gross earnings.	Working expenses.	Net earnings.	Percentage of working expenses on gross earnings.	Gross earnings per mean mile worked per week.	Percentage of net earnings on total capital outlay, including suspense.
	Miles.	Miles.	R	R	R		R	
Previous year	77·50	184,496	5,31,645	3,35,913	1,95,732	63·18	132	2·69
1895	77·50	180,999	6,01,143	3,31,599	2,69,544	55·16	149	3·64
Increase or decrease	...	—3,497	+69,498	—4,314	+73,812	—8·02	+17	+0·95
Percentage of increase or decrease.	...	—1·85	+13·07	—1·28	+37·71	...	+12·88	...

Under terms of the contract for the construction and maintenance of this line, the Government of India pays to the Assam Railways and Trading Company an annual subsidy equal to such sum as, with the net earnings, will yield a dividend of 5 per cent. per annum on the capital outlay on the main line and branches, the subsidy being limited, however, to a maximum payment in any year of R1,00,000. The net earnings of the year ended the 30th June 1895,

R2,41,875, having fallen short of the interest charges, R4,68,584, by R2,26,709, the maximum subsidy of R1,00,000 was paid to the company.

Gross earnings.

The following table shows the gross earnings under main heads as compared with the previous year:

	Previous year.	1895.	Increase.
	R	*R*	*R*
Coaching	1,05,458	1,22,271	16,813
Goods	4,01,828	4,49,935	48,107
Electric telegraph	11,997	12,210	213
Sundries	12,362	16,727	4,365
TOTAL	5,31,645	6,01,143	69,498

Coaching.—The number of passengers of the various classes carried, including troops and police, and the earnings therefrom compare as follows:

	First class.		Second class.		Third class.		Total.	
	No.	Earnings	No.	Earnings.	No.	Earnings.	No.	Earnings.
		R		*R*		*R*		*R*
Previous year	3,802	9,008	2,413	3,353	167,279	77,176	173,494	89,539
1895	4,322	10,507	2,600	3,842	197,131	91,449	204,053	1,05,798
Increase	520	1,499	187	487	29,852	14,273	30,559	16,259

The passenger traffic showed a considerable improvement, chiefly in the third class, which is attributed, to some extent, to the movements of the Assam-Burma Connection railway survey party, but mainly to ordinary development.

The average sum received for carrying a passenger one mile amounted to 4·46 pies against 4·48 pies in the previous year.

The coaching earnings per passenger train-mile were R3·23 against R2·79.

Goods.—The following is a summary of the tonnage of goods lifted and the earnings therefrom as compared with the previous year:

	Previous year.		1895.		Increase or decrease.	
	Tons.	*R*	Tons.	*R*	Tons.	*R*
General merchandise	31,962	2,05,273	37,296	2,51,280	+5,334	+46,007
Coal and coke for the public and foreign railways	162,358	1,92,886	165,475	1,96,460	+3,117	+3,574
Revenue stores other than coal and coke	8,560	2,562	3,677	1,504	−4,883	−1,058
Live-stock	106	1,222	42	393	−64	−829
Rents, miscellaneous, etc.	...	−115	...	298	...	+413
TOTAL	202,986	4,01,828	206,490	4,49,935	+3,504	+48,107

The principal fluctuations under "General merchandise" were an increase of 1 935 tons and R10,920 under grain and pulse, due, it is explained, to an increased demand for rice by the tea gardens and the colliery concern; an increase of 428 tons and R5,924 under metals, due to the carriage of heavy machinery for the Petroleum concern, the tea gardens and the Dehing bridge; and an increase of 582 tons and R5,023 under tea, due to the development of the tea industry in the district.

The increase of ₹4,335 under timber is attributed to the increased demand for the Margherita saw mills. There was, however, a decrease of 241 tons in the weight carried.

The increase under "Coal and coke for the public and foreign railways" is said to have been due to the increased demand for Makum coal, both locally and for export from Assam.

The average sum received for carrying a ton of goods one mile amounted to 7·49 pies against 6·84 pies in the previous year.

The goods earnings per goods train-mile were ₹3·14 against ₹2·74.

The following table shows the working expenses of the railway during 1895 as compared with the previous year:

Working expenses.

	Previous year.		1895.		Increase or decrease in amount.	Decrease in the percentage of expenses on earnings.
	Amount.	Per cent. on gross earnings.	Amount.	Per cent. on gross earnings.		
	₹		₹		₹	
Maintenance of way, works and stations.	94,754	17·82	1,02,593	17·07	+7,839	0·75
Locomotive expenses . . .	68,515	12·89	70,131	11·67	+1,616	1·22
Carriage and wagon expenses .	53,513	10·06	39,213	6·52	−14,300	3·54
Traffic expenses	36,900	6·94	41,214	6·86	+4,314	0·08
General charges	80,707	15·18	77,116	12·83	−3,591	2·35
Special and miscellaneous expenditure.	1,524	0·29	1,332	0·22	−192	0·07
Total .	3,35,913	63·18	3,31,599	55·16	−4,314	8·01

The principal fluctuations were an increase of ₹7,839 under "Maintenance of way, works and stations," due, it is said, to the raising of the water tank tower at the workshop to Government standard height, replacing 41½lb rails by 50lb., and to the appointment of a European permanent-way inspector; and a decrease of ₹14,300 under "Carriage and wagon expenses," due to larger repairs done to the stock by replacing axles, etc., in the previous year.

The Gaekwar's Mehsâna Railway (metre gauge).

28. The following table shows the general results of the year's working as compared with those of the previous year:

General results.

	Mean mileage worked.	Train-mileage.	Gross earnings.	Working expenses.	Net earnings.	Percentage of working expenses on gross earnings.	Gross earnings per mean mile worked per week.	Percentage of net earnings on total capital outlay, including suspense.
	Miles.	Miles.	₹	₹	₹		₹	
Previous year	92·63	118,972	3,79,072	1,43,585	2,16,387	37·79	79	7·64
1895	92·63	109,422	3,38,444	1,36,004	2,02,440	40·19	70	6·22
Increase or decrease . .	...	−9,490	−41,528	−7,581	−13,947	+2·40	−9	−1·42
Percentage of decrease .	...	−7·98	−10·93	−5·28	−6·36	...	−11·39	...

The following table shows the gross earnings under main heads as compared with those of the previous year:

Gross earnings.

	Previous year.	1895.	Increase or decrease.
	R	R	R
Coaching	1,62,436	1,73,290	+10,834
Goods	2,14,766	1,58,429	—56,337
Electric telegraph	2,658	4,117	+1,459
Sundries	92	2,608	+2,516
TOTAL	3,79,972	3,38,444	—41,528

Coaching.—The number of passengers of the various classes carried, including troops and police, and the earnings therefrom compare as follows:

	First class.		Second class.		Third class.		Total.	
	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.
		R		R		R		R
Previous year	343	743	3,177	2,752	619,148	1,49,679	622,668	1,53,174
1895	276	589	3,573	3,058	667,041	1,60,538	670,890	1,64,185
Increase or decrease	—67	—154	+396	+306	+47,893	+10,859	+48,222	+11,011

The improvement in the third class passenger traffic is ascribed to ordinary development.

The average sum received for carrying a passenger one mile amounted, as in the previous year, to 2·29 pies.

The coaching earnings per passenger train-mile also were, as in the previous year, R2·96.

Goods.—The following is a summary of the tonnage of goods lifted and the earnings therefrom as compared with the previous year:

	Previous year.		1895.		Increase or decrease.	
	Tons.	R	Tons.	R	Tons.	R
General merchandise	158,164	2,12,158	116,092	1,53,605	—42,072	—58,553
Military stores	1	5	4	16	+3	+11
Railway materials for construction (Home line only)	4,005	1,037	7,176	3,464	+3,171	+2,427
Coal and coke for the public and foreign railways	44	43	8	15	—36	—28
Revenue stores other than coal and coke	423	216	912	241	+489	+31
Live-stock	392	531	230	345	—132	—186
Rents, miscellaneous, etc.	...	782	...	743	...	—39
TOTAL	162,979	2,14,766	124,422	1,58,429	—38,557	—56,337

The principal fluctuations under "General merchandise" were a decrease of 18,810 tons and R25,691 under "Grain and pulse other than wheat," due chiefly, it is said, to a falling off in the traffic from stations on the Rajputana-Malwa railway to stations beyond Viramgám; and a decrease of 21,406 tons; and R29,015 under "Salt," due partly to the traffic of Central India having been diverted to the Godhra-Rutlam-Nagda railway, and partly to the decrease in the salt traffic sent from Khárághoda to foreign lines beyond Agra.

The average sum received for carrying a ton of goods one mile amounted to 8·56 pies against 7·81 pies in the previous year.

The goods earnings per goods train-mile were R3·11 against R3·35.

Working expenses.

The following table shows the working expenses of the railway during 1895 as compared with the previous year:

	Previous year.		1895.		Decrease in amount.	Increase in the percentage of expenses on earnings.
	Amount.	Per cent. on gross earnings.	Amount.	Per cent. on gross earnings.		
	R		R		R	
Maintenance of way, works and stations	23,739	6·25	23,519	6·95	220	0·70
Locomotive expenses	60,568	15·94	57,666	17·04	2,902	1·10
Carriage and wagon expenses	14,890	3·92	13,800	4·08	1,090	0·16
Traffic expenses	23,250	6·12	21,913	6·47	1,337	0·35
General charges	18,702	4·92	16,848	4·98	1,854	0·06
Special and miscellaneous expenditure	2,436	0·64	2,258	0·67	178	0·03
TOTAL	1,43,585	37·79	1,36,004	40·19	7,581	2·40

As the working expenses are based on the same percentage of expenses on the gross earnings as obtains on the Rajputana-Malwa and the Gaekwar's Mehsána railways, no explanation of the fluctuations under the several abstracts is necessary.

Jodhpore-Bickaneer Railway (metre gauge).

JODHPORE SECTION.

General results.

29. The following table shows the general results of the year's working as compared with those of the previous year:

	Mean mileage worked.	Train-mileage.	Gross earnings.	Working expenses.	Net earnings.	Percentage of working expenses on gross earnings.	Gross earnings per mean mile worked per week.	Percentage of net earnings on total capital outlay, including suspense.
	Miles.	Miles.	R	R	R		R	
Previous year	320·50	332,640	10,81,156	4,11,783	6,69,373	38·09	65	10·38
1895	320·50	296,330	9,74,738	4,05,492	5,69,246	41·60	58	8·85
Increase or decrease	...	—36,310	—1,06,418	—6,291	—1,00,127	+3·51	—7	—1·53
Percentage of decrease	...	10·92	9·84	1·53	14·96	...	10·77	...

Gross earnings.

The following table shows the gross earnings under main heads as compared with the previous year:

	Previous year.	1895.	Increase or decrease.
	R	R	R
Coaching	4,55,497	5,04,146	+48,649
Goods	6,11,452	4,54,682	—1,56,770
Electric telegraph	12,300	15,513	+3,213
Sundries	1,907	397	—1,510
TOTAL	10,81,156	9,74,738	—1,06,418

Coaching.—The number of passengers of the various classes carried, including troops and police, and the earnings therefrom compare as follows:

	First class.		Second class.		Third class.		Total.	
	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.
		R		R		R		R
Previous year	989	7,536	7,121	13,539	664,526	305,470	672,629	4,15,535
1895	1,039	7,716	6,236	13,853	741,903	438,904	748,178	6,59,473
Increase or decrease	+57	+180	—885	+314	+76,677	+43,034	+75,549	+43,938

The increase is ascribed to a steady development of the passenger traffic, chiefly the third class.

The average sum received for carrying a passenger one mile was the same as in the previous year, *viz.*, 2·08 pies.

There were also increases of R1,725 and R2,153 under "Carriages, horses, etc." and "Parcels," respectively.

The coaching earnings per passenger train-mile were R3·20 against R3·07.

Goods.—The following is a summary of the tonnage of goods lifted and the earnings therefrom as compared with the previous year:

	Previous year.		1895.		Increase or decrease.	
	Tons.	R	Tons.	R	Tons.	R
General merchandise	93,553	5,96,729	77,820	4,43,479	—15,733	—1,53,250
Military stores	10	198	24	322	+14	+124
Railway materials for construction (Home line only)	440	223	...	...	—440	—223
Coal and coke for the public and foreign railways	91	587	241	654	+150	+67
Coal and coke for construction (Home line only)	...	...	...	...	...	...
Coal and coke for revenue only	3,734	8,152	3,225	5,611	—509	—2,541
Revenue stores other than coal and coke	2,176	2,646	2,035	1,783	—141	—863
Live-stock	60	898	48	1,077	—12	+179
Rents, miscellaneous, etc.	...	2,019	...	1,756	...	—263
Total	100,064	6,11,452	83,393	4,54,682	—16,271	—1,56,770

The principal fluctuation under "General merchandise" was a decrease of 24,612 tons and R1,69,172 under "Salt," due, it is explained, to less salt booked from Pachpadra. There was also a decrease of 1,239 tons and R14,372 under "Sugar," and an increase of 4,441 tons and R20,921 under, "Grain and pulse."

The average sum received for carrying a ton of goods one mile amounted to 11·93 pies against 9·72 pies in the previous year.

The goods earnings per goods train-mile were R3·28 against R3·31.

The following table shows the working expenses during 1895 as compared with the previous year:

Working expenses.

	Previous year.		1895.		Increase or decrease in amount.	Increase or decrease in the percentage of expenses on earnings.
	Amount.	Percent on gross earnings.	Amount.	Percent on gross earnings.		
	R		R		R	
Maintenance of way, works and stations	1,06,507	9·85	1,17,708	12·08	+11,201	+2·23
Locomotive expenses	1,87,077	17·30	1,48,842	15·27	—38,235	—2·03
Carriage and wagon expenses	14,106	1·31	40,532	4·16	+26,426	+2·85
Traffic expenses	56,475	5·22	57,989	5·95	+1,514	+0·73
General charges	36,042	3·39	34,798	3·57	—1,244	+0·18
Special and miscellaneous expenditure	10,976	1·02	5,623	0·57	—5,353	—0·45
Total	4,11,783	38·09	4,05,492	41·60	—6,291	+3·51

The principal fluctuations were an increase of ₹11,201 under "Maintenance of way, works and stations," due to larger renewals of rails; an increase of ₹26,426 under "Carriage and wagon expenses," due partly to royalty paid for the use of Jones' patent buffers and partly to the renewal of axles of goods vehicles; and a decrease of ₹38,235 under "Locomotive expenses," chiefly under fuel and repairs of engines, due to the decrease in train-mileage.

BICKANEER SECTION.

The following table shows the general results of the year's working, as compared with those of the previous year:

General results.

	Mean mileage worked.	Train-mileage.	Gross earnings.	Working expenses.	Net earnings.	Percentage of working expenses on gross earnings	Gross earnings per mean mile worked per week.	Percentage of net earnings on total capital outlay, including suspense
	Miles	Miles.	₹	₹	₹		₹	
Previous year .	43'50	31,972	80,273	39,826	40,447	4'·61	35	4'17
1895 . .	43'50	32,103	86,538	41,442	45,096	47'89	38	4'65
Increase or decrease .	...	+131	+6,265	+1,616	+4,649	—1'72	+3	+0'48
Percentage of increase .	...	0'41	7'80	4'06	11'49	...	8'57	...

The following table shows the gross earnings under main heads, as compared with the previous year:

Gross earnings.

	Previous year.	1895.	Increase or decrease.
	₹	₹	₹
Coaching	36,837	39,192	+2,355
Goods	35,560	38,681	+3,121
Electric telegraph	6,962	8,337	+1,375
Sundries	914	328	—586
TOTAL	80,273	86,538	+6,265

Coaching.—The number of passengers of the various classes carried, including troops and police, and the earnings therefrom compare as follows:

	First class.		Second class.		Third class.		Total.	
	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.
		₹		₹		₹		₹
Previous year . .	190	1,077	622	597	76,720	30,804	77,532	32,568
1895 . . .	150	623	742	997	82,581	33,308	83,473	34,928
Increase or decrease .	—40	—454	+120	+400	+5,861	+2,414	+5,941	+2,360

The increase is ascribed to a steady growth of the second and third class passenger traffic.

The average sum received for carrying a passenger one mile amounted to 2·07 pies against 2·09 pies in the previous year.

The coaching earnings per passenger train-mile were ₹2·20 against ₹1·97.

Goods.—The following is a summary of the tonnage of goods lifted and the earnings therefrom as compared with the previous year:

	Previous year.		1895.		Increase or decrease.	
	Tons.	R	Tons.	R	Tons.	R
General merchandise	10,379	3,784	12,712	37,207	+2,133	+3,423
Military stores	6	56	6	45	...	—11
Railway materials for construction (Home line only)	...	...	...	...	...	...
Coal and coke for the public and foreign railways.	88	198	146	319	+58	+121
Coal and coke for construction (Home line only).	...	...	...	...	...	...
Coal and coke for revenue only	1,058	796	734	583	—324	—213
Revenue stores other than coal and coke.	106	62	36	22	—70	—40
Live-stock	4	19	...	...	—4	—19
Rents, miscellaneous, etc.	...	645	...	505	...	—140
TOTAL	11,841	35,560	13,634	38,681	+1,793	+3,121

The principal fluctuations under "General merchandise" were an increase of 2,207 tons and R3,658 under "Stone and lime" and a decrease of 38 tons and R1,418 under "Sugar."

The average sum received for carrying a ton of goods one mile amounted to 12·70 pies against 13·87 pies in the previous year.

The goods earnings per goods train-mile were R2·70 against R2·68.

The following table shows the working expenses during 1895 as compared with the previous year:

Working expenses.

	Previous year.		1895.		Increase or decrease in amount.	Increase or decrease in the percentage of expenses on earnings.
	Amount.	Percent on gross earnings.	Amount.	Percent on gross earnings.		
	R		R		R	
Maintenance of way, works and stations	11,247	14·01	9,854	11·39	—1,393	—2·62
Locomotive expenses	17,311	21·56	15,708	18·15	—1,603	—3·41
Carriage and wagon expenses	1,295	1·61	5,156	5·96	+3,861	+4·35
Traffic expenses	6,027	7·51	6,541	7·56	+513	+0·05
General charges	3,814	4·75	4,020	4·64	+206	—0·11
Special and miscellaneous expenditure	132	0·17	163	0·19	+31	+0·02
TOTAL	39,826	49·61	41,442	47·89	+1,616	—2·72

The increase in the working expenses is explained to have been chiefly due to a larger outlay on repairs and renewals of vehicles.

Oodeypore-Chitor Railway (metre gauge).

30. This line, 60·31 miles in length, was opened for traffic on the 1st August 1895.

The following table shows the general results of working from the date of opening to the 31st December 1895:

General results.

	Mean mileage worked.	Train-mileage	Gross earnings.	Working expenses.	Net earnings.	Percentage of working expenses on gross earnings.	Gross earnings per mean mile worked per week.	Percentage of net earnings on total capital outlay, including suspense.
	Miles.	Miles.	R	R	R		R	
1895	25·28	20,880	54,702	35,924	18,778	65·67	42	1·40

Gross earnings.

The gross earnings under main heads were as follows:

	£
Coaching	42,520
Goods	11,885
Electric telegraph	297
Sundries	...
TOTAL	54,702

Coaching.—The number of passengers of the various classes carried, including troops and police, and the earnings therefrom were as follows:

	First class.		Second class.		Third class.		Total.	
	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.
		£		£		£		£
1895	145	629	675	1,691	81,347	37,189	82,167	39,509

The average sum received for carrying a passenger one mile amounted to 2·35 pies.

The coaching earnings per passenger train-mile were R3·22.

Goods.—The following is a summary of the tonnage of goods lifted and the earnings therefrom:

	Tons.	£
General merchandise	3,589	10,230
Military stores	...	...
Railway materials for construction (Home line only)	1,729	1,180
Coal and coke for the public and foreign railways	...	...
Coal and coke for construction (Home line only)	...	...
Coal and coke for revenue only	3	2
Revenue stores other than coal and coke	16	7
Live-stock	...	...
Rents, miscellaneous, etc.	...	466
TOTAL	5,337	11,885

The traffic under "General merchandise" consisted chiefly of the following commodities:

	Tons.	£
Cotton, manufactured	311	1,446
Grain and pulse	724	1,221
Provisions	315	912
Salt	498	1,066
Sugar	398	1,052

The average sum received for carrying a ton of goods one mile amounted to 10·26 pies.

The goods earnings per goods train-mile were R1·55.

Working expenses.

The following table shows the working expenses of the line during the period it was open in 1895:

	Amount.	Per cent. on gross earnings.
	₹	₹
Maintenance of way, works and stations	12,515	22·87
Locomotive expenses	9,794	17·91
Carriage and wagon expenses	2,842	5·20
Traffic expenses	4,226	7·73
General charges	3,399	6·21
Special and miscellaneous expenditure	3,148	5·75
TOTAL	35,924	65·67

With the exception of "Maintenance of way, works and stations," which represents actual expenditure, *plus* 10 per cent. for engineering supervision, the working expenses of the other departments are calculated at the same percentage on gross earnings which obtains on the Rajputana-Malwa railway, with the addition of 5 per cent. on gross earnings charged under "Special and miscellaneous expenditure" for hire of rolling-stock.

Bhávnagar-Gondal-Junágarh-Porbandar, including the Jetalsar-Rájkot Railway (metre gauge).

General results.

31. The following table shows the general results of the year's working, as compared with those of the previous year:

	Mean mileage worked.*	Train-mileage.	Gross earnings.	Working expenses.	Net earnings.	Percentage of working expenses on gross earnings.	Gross earnings per mean mile worked per week.	Percentage† of net earnings on total capital outlay, including suspense.
	Miles.	Miles.	₹	₹	₹		₹	
Previous year	380·21	576,330	19,95,843	11,43,356	8,52,487	57·29	101	4·52
1895	379·69	601,157	21,35,559	12,30,893	8,98,666	57·92	108	4·70
Increase or decrease	—0·52	+24,827	+1,39,716	+93,537	+46,179	+0·63	+7	+0·18
Percentage of increase or decrease	—0·14	+4·31	+7·00	+8·18	+5·42	...	+6·93	...

Gross earnings.

The following table shows the gross earnings under main heads as compared with the previous year:

	Previous year.	1895.	Increase.
	₹	₹	₹
Coaching	10,65,430	11,00,957	35,527
Goods	8,88,872	9,82,739	93,867
Electric telegraph	16,605	16,625	20
Sundries	24,936	35,238	10,302
TOTAL	19,95,843	21,35,559	1,39,716

* Including 4·50 miles of state mileage in dock estates and quarry lines constructed and maintained by the states themselves.

† Based on outlay, excluding expenditure on quarry and dock estates lines.

Coaching.—The number of passengers of the various classes carried, including troops and police and season tickets, and the earnings therefrom compare as follows:

	First class.		Second class.		Third class.		Total.	
	No.	Earnings.	No.	Earnings.	No.	Earnings.	No.	Earnings.
		R		R		R		R
Previous year	6,169	18,623	43,421	50,152	1,837,066	9,30,842	1,886,656	9,99,617
1895 . .	6,404	18,010	47,982	55,906	1,910,164	9,62,846	1,964,550	10,36,762
Increase or decrease .	+ 235	−613	+ 4,561	+ 5,754	+ 73,098	+ 32,004	+ 77,894	+ 37,145

The increase both in number and earnings is explained to have been due to the general development of passenger traffic under the second and third classes.

The average sum received for carrying a passenger one mile was the same as in the previous year, *viz.*, pies 2·86.

The coaching earnings per passenger train-mile were R3·53 against R3·37.

Goods.—The following is a summary of the tonnage of goods lifted and the earnings therefrom as compared with the previous year:

	Previous year.		1895.		Increase or decrease.	
	Tons.	£	Tons.	£	Tons.	£
General merchandise .	201,825	3,46,317	216,947	9,39,240	+ 15,122	+ 92,923
Military stores . .	1	15	15	249	+ 14	+ 234
Railway materials for construction (Home line only) .	10,763	7,077	9,575	7,424	− 1,188	+ 347
Coal and coke for the public and foreign railways . .	3,462	11,282	3,559	11,843	+ 97	+ 561
Coal and coke for construction (Home line only) .	352	82	1,447	1,392	+ 1,095	+ 1,310
Coal and coke for revenue only	4,734	5,640	6,766	9,002	+ 2,032	+ 3,362
Revenue stores other than coal and coke	19,913	15,742	15,305	11,512	− 4,637	− 4,230
Live-stock	150	1,664	115	1,008	− 35	− 656
Rents, miscellaneous, etc. .	...	1,053	...	1,069	...	+ 16
Total .	241,229	8,88,872	253,729	9,82,739	+ 12,500	+ 93,867

The principal fluctuations were an increase of 5,172 tons and R27,475 under "Cotton, raw," due, it is explained, to an improved crop throughout the province; an increase of 8,067 tons and R38,692 under "Oil-seeds," due chiefly to good production and to heavy exports to Bombay by sea; an increase of 2,855 tons and R16,704 under "Provisions," due principally to an exceptionally good production of mangoes throughout the province; an increase of 6,444 tons and R33,217 under "Timber," due to the opening up of timber depôts at the principal stations on the line, as also to a greater demand for building purposes; and a decrease of 14,641 tons and R43,639 under "Grain and pulse," due to smaller imports on account of improved local production.

The average sum received for carrying a ton of goods one mile amounted to 11·11 pies against 10·50 pies in the previous year.

The goods earnings per goods train-mile were ₹3·40 against ₹3·42.

Working expenses.

The following table shows the working expenses of the railway system during 1895 as compared with the previous year:

	Previous year.		1895.		Increase or decrease in amount.	Increase or decrease in the percentage of expenses on earnings.
	Amount.	Per cent. on gross earnings.	Amount.	Per cent. on gross earnings.		
	₹		₹		₹	
Maintenance of way, works and stations	4,03,813	20·23	4,18,193	19·58	+14,380	−0·65
Locomotive expenses	2,88,653	14·46	3,09,956	14·51	+21,303	+0·05
Carriage and wagon expenses	57,923	2·90	56,941	2·67	−982	−0·23
Traffic expenses	2,04,778	10·26	2,10,476	9·86	+5,698	−0·40
General charges	1,95,478	9·80	2,02,563	9·49	+7,085	−0·31
Special and miscellaneous expenditure	−7,289	−0·36	38,764	1·81	+46,053	+2·17
TOTAL	11,43,356	57·29	12,36,893	57·92	+93,537	+0·63

The principal fluctuations were an increase of ₹14,380 under "Maintenance of way, works and stations," due, it is said, to the restoration of the Oojet bridge; an increase of ₹21,303 under "Locomotive expenses," due partly to increased train-mileage and partly to increased consumption and higher price of coal; and an increase of ₹46,053 under "Special and miscellaneous expenditure," due to a write-back of ₹36,823, in the first-half of 1894, on account of "Leave and police pension allowance fund" on the closing of that fund, as also to compensation paid for cotton destroyed by fire at the Gondal station.

Rates and fares.

The principal alterations in the coaching fares will be found on page 163, Part I, of the Administration report.

CHAPTER V.

SCHOOLS AND FINE FUNDS.

SECTION I.—SCHOOLS.

In the following statements are given details of the number of children of railway employés, and also of apprentices and workmen attending schools, together with information regarding the Government grants, railway grants, average school fees and annual expenditure for the calendar year 1895:

STATEMENT No. 4.

Railway schools.

Classification number.	RAILWAY.	Number of schools.	ATTENDANCE. CHILDREN. Number on the rolls.	ATTENDANCE. CHILDREN. Average daily attendance.	ATTENDANCE. APPRENTICES AND WORKMEN. Number on the rolls.	ATTENDANCE. APPRENTICES AND WORKMEN. Average daily attendance.	ANNUAL CONTRIBUTIONS. Government grant.	Railway grant.	School fees.	TOTAL.	Annual expenditure.
							£	£	£	£	£
	STANDARD GAUGE. State lines worked by companies.										
I	East { European	(a) 13	589	448	...	...	10,815	(b)16,961	36,406	(c)71,711	65,401
	Indian { Native	60	2,287	1,778	1,548	783	3,865	5,869	12,282	(d)24,383	23,465
II	Bengal-Nágpur { European	3	56	45	...	...	600	1,800	741	3,141	2,926
	{ Native	1	19	19	...	...	...	80	7	87	80
III	Indian Midland	2	63	36	...	...	...	1,600	448	2,048	1,834
	State lines worked by the State.										
XII	North West- { European	2	63	49	34	21	1,476	1,380	786	3,642	(e) 3,869
	ern (state) { Native	24	91	76	1,175	469	...	6,108	106	6,214	5,629
XIV	Oudh & Rohil- { European	2	30	36	...	...	470	862	622	1,954	1,332
	khand (state) { Native	2	8	8	129	43	...	306	...	306	306
XV and LIII	Eastern Bengal (state) (f)	4	131	44	20	14	...	921	...	921	921
	Lines worked by guaranteed companies.										
XXIV	Great Indian Peninsula	(g)7	397	248	...	...	3,765	14,084	2,995	20,844	15,310
XXV	Bombay, Baroda and Central India	3	121	113	...	...	1,461	3,576	2,659	7,696	5,553
XXVI	Madras	7	389	326	...	...	3,249	10,967	3,585	17,701	18,682
	METRE GAUGE. State lines worked by companies.										
XLIII	Bengal and North-Western—										
	Tirhoot section	2	35	26	...	..	...	1,380	522	1,902	1,854
	Company's section	(h) 9	295	260	36	36	3,376	17,135	13,060	33,571	(i) 35,344
XLV	Rajputana-Malwa	3	78	57	...	...	506	1,410	495	2,411	2,597
XLVI, XLIX	Southern Mahratta (Mysore section)	2	64	36	...	...	...	839	251	1,090	990
	State line worked by the State.										
LIV	Burma (state)	1	...	..	28	28	600	...	336	936	936
	Line owned and worked by native states.										
LXIX	Bhávnagar-Gondal-Junágarh-Porbandar (j)	1	23	21	...	...	203	810	590	1,603	1,729
	TOTAL	148	4,578	3,615	2,970	1,394	30,386	85,988	75,891	(k). 2,02,161	1,88,848

(a) Including the joint railway schools at Aligarh and Moghal Sarai, but excluding the joint railway school at Ghaziabad closed from the 1st June 1895.

(b) Including R300 and R466 received from the Oudh and Rohilkhand (state) railway for the joint railway schools at Aligarh and Moghal Sarai, respectively, R839, payable by the North Western (state) railway to the East Indian railway on account of the "Oakgrove" school at Mussoorie, and R7,000 being interest on the Mussoorie school endowment.

(c) Including R7,539 collected from other sources.

(d) Including R2,367 collected from other sources.

(e) The excess expenditure was met from private subscriptions and other sources.

(f) Including the Bengal Central railway, but excluding the eight schools at Rajbári closed from the 1st April 1895.

(g) Including the joint railway school at Khandwa, which is also included in the number of schools shown against the Rajputana-Malwa railway.

(h) Including the joint railway school at Khandwa, which is also included in the number of schools shown against the Great Indian Peninsula railway.

(i) The excess expenditure was met from balances in hand, as also from fees recovered from children of non-railway employés and recoveries from other sources.

(j) Including the Jetalsar-Rajkot railway.

(k) See foot-notes (c) and (d).

STATEMENT No. 5.

Local and district schools.

Classification number.	Railway.	Number of schools.	Average daily attendance. Children.	Average daily attendance. Apprentices and workmen.	Annual railway grant.
					₹
	STANDARD GAUGE.				
	State lines worked by companies.				
I	East Indian	2	230	...	1,194
II	Bengal-Nágpur	2	59	...	600
	State lines worked by the State.				
XII	North Western (state)	(*a*) 14	256	...	9,765
XIV	Oudh and Rohilkhand (state)	(*b*) 10	102	...	4,597
XV and LIII	Eastern Bengal (state) (*c*)	11	404	...	3,431
	Lines worked by guaranteed companies.				
XXIV	Great Indian Peninsula	5	(*d*)	...	1,865
XXV	Bombay, Baroda and Central India	21	41	...	3,064
XXVI	Madras	1	9	...	42
	METRE GAUGE.				
	State lines worked by companies.				
XLIII	Bengal and North-Western— Tirhoot section / Company's section	2	49	...	324
XLV	Rajputana-Malwa	9	493	...	3,188
L	South Indian	1	13	...	360
	State line worked by the State.				
LIV	Burma (state)	15	92	...	1,770
	Assisted company.				
LX	Dibru-Sadiya	1	...	...	120
	TOTAL	94	1,748	...	30,320

(*a*) Excluding the "Oakgrove" school at Mussoorie and the joint railway school at Ghaziabad which receive contributions from the North Western (state) railway and St. John's Girls' school at Jhelum which was closed from the 1st March 1895. The particulars regarding the former schools are included with the railway schools of the East Indian railway.

(*b*) Excluding the joint railway schools at Aligarh and Moghal Sarai which receive contributions from the Oudh and Rohilkhand (state) railway. The particulars regarding these schools are included with the railway schools of the East Indian railway.

(*c*) Including the Bengal Central railway, but excluding the European day school at Kánchrapára closed from the 1st February 1895.

(*d*) Information not furnished; the number on the rolls was 169.

SECTION II.—FINE FUNDS.

The following table exhibits the transactions of the Fine Funds during 1895-96 on state railways worked by the State.

2. It will be seen that the assets of the funds, including the balance at the close of the previous year, amounted to ₹1,21,584, the disbursements to ₹35,934, and the balance at the close of the year to ₹85,650.

STATEMENT No. 6.

Classification number.	Railway.	Assets. Balance on the 1st April 1895.	Fines and bonuses forfeited.	Advances recovered.	Interest.	Total.	Disbursements.	Balance at the end of 1895-96.
	State lines worked by the State.	₹	₹	₹	₹	₹	₹	₹
XII	North Western (state)	13,283	17,219	290	419	31,211	16,562	14,649
XIV	Oudh and Rohilkhand (state)	58,449	3,044	...	1,813	63,306	3,939	(*a*)59,367
XV and LIII	Eastern Bengal (state)	953	8,882	...	40	9,875	7,782	2,093
XVIII	East Coast (state)	1,970	2,500	...	67	3,538	575	2,963
LIV	Burma (state)	2,735	7,200	(*b*)2,336	154	12,425	6,998	5,747
LXXVII	Jorhát (state)	719	89	...	19	827	273	554
	Cherra-Companygan (state)	275	19	...	8	302	25	277
	TOTAL	77,484	38,954	2,626	2,520	1,21,584	35,934	85,650

(*a*) As explained in previous reports, this large balance is due to ₹70,760 having been taken over by Government from the Oudh and Rohilkhand Guaranteed Railway Company.

(*b*) Cost of providing an institute for railway employés at Mandalay, originally met from the Fine Fund, now sanctioned as a debit to Capital.

The disbursements of the year are made up of—

	£
Payments for the benefit of railway employés and their children	34,831
Refunds and miscellaneous adjustments	846
Advances	257
TOTAL	35,934

3. Some details of the payments made for the benefit of railway employés and their children are given in the following statement:

Classification number.	RAILWAY.	Hospitals for sick employés.	Compassionate allowances.	Schools.	Institutes and other recreations.	Railway gardens.	Volunteers.	Miscellaneous.
	State lines worked by the State.	£	£	£	£	£	£	£
XII	North Western (state)	100	604	8,040	3,009	...	...	(a)4,541
XIV	Oudh and Rohilkhand (state)	...	44	2,268	499	...	...	1,091
XV and LIII	Eastern Bengal (state)	...	620	3,437	2,940	...	...	259
XVIII	East Coast (state)	...	...	...	544	...	...	...
LIV	Burma (state)	...	100	2,127	2,970	240	1,100	...
LXXVII	Jorhát (state)	273	...	...	...	...	...	...
	Cherra-Companyganj (state)	25	...	...	...	...	...	...

(a) Of this sum, £4,317 were expended in the supply of over-coats to out-door employés not entitled to their issue from Revenue.

T. GRACEY, *Col., R.E.*,
Director General of Railways.

Calcutta, the 30th November 1896.

APPENDIX A.

INDIAN RAILWAYS.

Statistics of their working for the half-years ended the 30th June and the 31st December 1895.

PART I.

SUMMARY OF THE REVENUE ACCOUNTS.

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APPENDIX

STATISTICS OF INDIAN RAILWAYS.

PART I.

Summary of the Revenue accounts of Indian railways for the half-years ended the 30th June and the 31st December 1895.

GENERAL RESULTS.

Serial Number.	Railway.	1895.	Capital expended.(a)	Mean mileage open.	Total train-mileage.	Earnings.	Expenses.	Net earnings.
			£	Miles.	Miles.	£	£	£
	STANDARD GAUGE.							
I	East Indian	1st half	36,96,20,722	(b)1,707½	5,566,171	2,85,92,110	85,29,733	2,00,62,377
		2nd half	37,19,25,636	(b)1,734½	5,320,175	2,55,44,216	79,11,137	1,76,33,079
		Total and average	37,19,25,636	(b)1,721½	10,886,346	5,41,36,326	1,64,40,870	3,76,95,456
II	Bengal-Nágpur	1st half	9,56,02,527	(c) 862½	874,149	44,67,673	17,54,189	27,13,484
		2nd half	9,59,72,969	(c) 862½	694,628	24,07,067	15,79,108	8,27,959
		Total and average	9,59,72,969	(c) 862½	1,568,777	68,74,740	33,33,297	35,41,443
III	Indian Midland	1st half	8,63,20,908	(d) 696½	640,068	24,44,449	15,36,327	9,08,122
		2nd half	8,64,56,943	(d) 698½	584,079	20,47,258	13,07,019	7,40,239
		Total and average	8,64,56,943	(d) 697½	1,224,147	44,91,707	28,43,346	16,48,361
IV	Bhopal-Itárai (British section)	1st half	22,37,270	13	25,949	72,444	48,617	23,827
		2nd half	22,47,993	13	25,782	70,214	47,927	22,287
		Total and average	22,47,963	13	51,731	1,42,658	96,544	46,114
V	Godhra-Ratlam-Nagda (open section).	1st half	1,52,56,165	115	149,678	7,11,583	3,11,654	3,99,929
		2nd half	1,54,64,805	115½	114,326	3,99,810	3,16,806	74,004
		Total and average	1,54,64,805	115½	264,004	11,02,393	6,28,460	4,73,933
VI	Wardha Coal	1st half	49,87,689	45	55,500	(e) 51,124	(f) 743	50,381
		2nd half	49,90,794	45	52,458	(e) 26,724	(f) 743	25,981
		Total and average	49,90,794	45	107,958	(e) 77,848	(f) 1,486	76,362
VII	Dhond-Manmád	1st half	1,12,31,188	145½	270,128	(e)2,35,002	(f) 6,491	2,28,511
		2nd half	1,12,57,170	145½	254,761	(e) 1,86,205	(f) 6,482	1,79,723
		Total and average	1,12,57,170	145½	524,889	(e) 4,21,207	(f) 12,973	4,08,234
VIII	East Coast (state) (Bezwada extension).	1st half	14,29,940	(g)21½	17,478	89,667	40,654	49,013
		2nd half	14,31,642	(g)21½	18,522	1,06,100	59,994	46,106
		Total and average	14,31,642	(g)21½	36,000	1,95,767	1,00,648	95,119
XII	North Western (state)	1st half	41,36,37,140	(h)2,436½	4,978,208	1,95,07,346	(i) 97,27,317	97,80,029
		2nd half	41,52,16,391	(h) 2,471	4,318,854	1,57,11,035	(i) 90,44,067	66,66,968
		Total and average	41,52,16,391	(h)2,453½	9,297,062	3,52,18,381	(i)1,87,71,384	1,64,46,997
XIII	Hyderabad-Shadipalli	1st half	17,53,658	59	30,004	93,123	63,928	29,195
		2nd half	17,67,822	59	24,422	75,016	57,603	17,413
		Total and average	17,67,822	59	54,426	1,68,139	1,21,531	46,608
XIV	Oudh and Rohilkhand (state)	1st half	10,14,17,250	797½	1,701,383	60,79,255	27,04,507	33,74,748
		2nd half	10,21,25,180	797½	1,280,366	42,15,624	23,34,426	18,81,198
		Total and average	10,21,25,180	797½	2,981,749	1,02,94,879	50,38,933	52,55,946
XV	Eastern Bengal (state)	1st half	5,80,85,298	248½	778,491	35,60,759	16,57,931	19,02,828
		2nd half	5,88,60,111	248½	954,792	50,32,278	14,33,203	35,99,075
		Total and average	5,88,60,111	248½	1,733,283	85,93,037	30,91,134	55,01,903
	TOTAL STANDARD GAUGE carried over.	1st half	1,16,15,79,755	7,147	15,087,207	6,59,04,535	2,63,82,091	3,95,22,444
		2nd half	1,16,77,17,426	7,211½	13,613,165	5,58,12,547	2,40,98,515	3,17,14,032
		Total and average	1,16,77,17,426	7,180½	28,730,372	12,17,17,082	5,04,80,606	7,12,36,476

(a) Capital expended on open mileage charged to final heads, including steamboat and rolling-stock, but excluding suspense items.

(b) Including 33·75 miles in the first-half and 34·50 miles in the second-half of the Eastern Bengal (state) railway and 1 mile of the Rajputana-Malwa railway, worked over.

(c) Including 0·80 mile of the East Indian railway and 0·65 mile of the Great Indian Peninsula railway, worked over.

(d) Including 11·30 miles of the East Indian, 0·13 mile of the Great Indian Peninsula, 2·85 miles of the Rajputana-Malwa, and 1 mile of the Oudh and Rohilkhand (state) railway, worked over.

(e) Represents the amount received as rent for the lease of this line.

(f) Expenditure incurred direct by the State.

(g) Including 0·65 mile of the East Coast (state) railway, worked over.

(h) Including 13 miles, Ghaziabad to Delhi, worked over.

(i) Including £2,270 in the first-half and £8,993 in the second-half, on account of rent of leased line.

A—*continued.*

STATISTICS OF INDIAN RAILWAYS (PART I)—*continued.*

Summary of the Revenue accounts of Indian railways for the half-years ended the 30th June and the 31st December 1895—continued.

GENERAL RESULTS—*continued.*

Serial Number.	Railway.	1895.	Capital expended.*	Mean mileage open.	Total train-mileage.	Earnings.	Expenses.	Net earnings.
	Standard gauge—*contd.*		£	Miles.	Miles.	£	£	£
	Brought forward Standard gauge.	1st half	1,16,15,79,755	7,147¾	15,087,207	6,59,04,535	2,63,32,091	3,95,72,444
		2nd half	1,16,77,17,426	7,211¾	13,643,165	5,58,12,547	2,40,98,515	3,17,14,032
		Total and average	1,16,77,17,426	7,178¾	28,730,372	12,17,17,082	5,04,30,606	7,12,36,476
XVI	Bengal Central	1st half	1,00,81,277	125	151,489	4,30,912	2,51,754	1,79,158
		2nd half	1,00,96,720	125	172,821	5,16,479	2,96,828	2,19,651
		Total and average	1,00,96,720	125	324,310	9,47,391	5,48,582	3,98,809
XVII	Calcutta Port Commissioners'	1st half	65,14,893	8¾	(*a*)	1,95,806	1,11,279	84,527
		2nd half	65,14,893	8¾	(*a*)	1,91,754	99,142	92,612
		Total and average	65,14,893	8¾	(*a*)	3,87,560	2,10,421	1,77,139
XVIII	East Coast (state)	1st half	3,89,50,257	374¾	331,477	10,06,735	7,67,648	2,39,087
		2nd half	4,44,94,250	396¾	390,039	8,97,515	8,07,418	90,097
		Total and average	4,44,94,250	395¾	721,516	19,04,250	15,75,066	3,29,184
XXIV	Great Indian Peninsula	1st half	27,42,01,506	1,287	4,489,282	1,96,41,195	(*b*)97,06,943	99,34,252
		2nd half	27,46,65,307	1,287	3,589,475	1,41,48,098	(*b*)92,47,247	49,01,751
		Total and average	27,46,65,307	1,287	8,078,757	3,37,90,103	(*b*)1,89,54,190	1,48,36,003
XXV	Bombay, Baroda and Central India.	1st half	(*c*)9,68,53,276	461	1,461,536	1,08,24,103	34,35,328	73,88,775
		2nd half	(*c*)9,81,81,805	461	1,149,357	67,28,964	30,70,201	36,58,763
		Total and average	(*c*)9,81,81,805	461	2,610,893	1,75,53,067	65,05,529	1,10,47,538
XXVI	Madras	1st half	11,78,65,250	830½	1,258,565	57,07,036	26,82,135	30,24,901
		2nd half	11,81,25,872	830½	1,278,459	55,01,371	26,47,543	28,53,828
		Total and average	11,81,25,872	830½	2,537,024	1,12,08,407	53,29,678	58,78,729
XXVII	Delhi-Umballa-Kalka	1st half	(*d*)1,54,50,462	161¼	274,680	7,81,530	3,75,135	4,06,395
		2nd half	(*d*)1,54,63,593	161¼	273,767	6,78,988	3,25,914	3,53,074
		Total and average	(*d*)1,54,63,593	161¼	548,447	14,60,518	7,01,049	7,59,469
XXVIII	Tarkessar	1st half	17,51,908	22½	31,501	1,75,767	(*e*)83,351	92,416
		2nd half	17,53,340	22½	31,151	1,32,389	(*e*)65,714	66,675
		Total and average	17,53,340	22½	62,652	3,08,156	(*e*)1,49,065	1,59,091
XXXI	Khángaon	1st half	5,17,710	7½	9,742	(*f*)17,552	...	17,552
		2nd half	5,20,465	7½	7,150	(*f*)8,478	...	8,478
		Total and average	5,20,465	7½	16,892	(*f*)26,030	...	26,030
XXXII	Amráoti	1st half	4,42,514	5½	12,192	(*f*)25,228	(*g*) 442	24,786
		2nd half	4,43,425	5½	11,378	(*f*)13,909	(*g*) 443	13,466
		Total and average	4,43,425	5½	23,570	(*f*)39,137	(*g*) 885	38,252
XXXIII	Bina-Goona	1st half	(*a*)	24½	1,318	5,209	2,637	2,572
		2nd half	(*h*) 49,60,885	72½	17,287	43,492	23,866	19,626
		Total and average	(*h*) 49,60,885	48½	18,605	48,701	26,503	22,198
XXXIV	Bhopal-Ujjain(*i*)	1st half	...	...	...	...	...	...
		2nd half	(*h*) 66,03,541	32	2,020	1,958	979	979
		Total and average	66,03,541	15½	2,020	1,958	979	979
XXXV	Bhopal-Itársi (Native state section)	1st half	50,00,000	44	57,693	1,61,902	1,08,652	53,250
		2nd half	50,00,000	44	57,346	1,56,172	1,06,601	49,571
		Total and average	50,00,000	44	115,339	3,18,074	2,15,253	1,02,821
XXXVI	The Nizam's Guaranteed State	1st half	3,96,93,612	(*j*)333¾	372,846	17,54,645	8,35,400	9,19,245
		2nd half	3,97,74,481	(*j*)333¾	350,746	14,60,856	8,02,992	6,57,864
		Total and average	3,97,74,481	(*j*)333¾	723,592	32,15,541	16,38,392	15,77,149
	Total standard gauge carried over.	1st half	1,70,8,9,10,340	10,841½	23,539,828	10,66,32,155	4,47,42,795	6,18,89,360
		2nd half	1,79,43,16,003	11,006¾	20,974,161	8,62,93,910	4,15,93,403	4,47,00,507
		Total and average	1,79,43,16,003	10,935	44,513,989	19,29,26,065	8,63,36,198	10,65,89,867

* See footnote (*a*) on page ii.

(*a*) Information not furnished.
(*b*) Including Rs.2,26,001 to the first-half and Rs.35,315 in the second-half on account of rent of leased lines.
(*c*) Including the Pairi branch, the State outlay (Rs.28,08,263) on which was met from the Civil Works grant.
(*d*) Including Rs.76,908 on account of interest on capital during construction.
(*e*) Including contribution to the East Indian railway Provident Institution, one-fifth share of net earnings payable to the East Indian railway for working, and 5 per cent. for the use of East Indian railway rolling-stock in both halves, less a special credit in respect of refund of overcharges by Government Telegraph Department, in the first-half of 1895.
(*f*) Represents the amount received as rent for the loans of this line.
(*g*) Expenditure incurred direct by the State.
(*h*) Figures taken from Part I of the Administration Report for 1895-96.
(*i*) Opened for traffic on the 11th November 1895.
(*j*) Including 9·10 miles worked over twice by each train.

STATISTICS OF INDIAN RAILWAYS (PART I)—*continued.*

Summary of the Revenue accounts of Indian railways for the half-years ended the 30th June and the 31st December 1895—continued.

GENERAL RESULTS—*continued.*

Serial Number.	Railway.	1895.	Capital expended. *	Mean mileage open.	Total train-mileage.	Earnings.	Expenses.	Net earnings.
			£	Miles.	Miles.	£	£	£
	STANDARD GAUGE—*concld.*	1st half	1,76,89,16,340	10,84½	23,339,828	10,66,32,155	4,47,12,795	6,18,89,360
	Brought forward STANDARD GAUGE.	2nd half	1,79,43,16,003	11,06½	20,974,161	8,62,93,910	4,15,93,403	4,47,00,507
		Total and average	1,79,43,16,003	10,935	44,313,989	19,29,26,065	8,63,36,198	10,65,89,867
XXXVII	The Gackwar's Petlád	1st half	7,11,712	13¾	9,633	42,071	13,352	28,719
		2nd half	7,13,331	13¾	9,911	31,820	13,953	17,867
		Total and average	7,13,331	13½	19,544	73,891	27,305	46,586
XXXVIII	Kolar Gold-fields	1st half	6,52,863	10	16,270	69,641	38,595	31,046
		2nd half	6,58,544	10	16,204	83,312	47,979	35,333
		Total and average	6,58,544	10	32,474	1,52,953	86,574	66,379
XL	Rájpura-Bhátinda	1st half	66,80,303	108	172,949	8,04,633	4,42,518	3,62,085
		2nd half	66,82,915	108	126,290	5,14,269	2,82,848	2,31,421
		Total and average	66,82,915	108	2,99,239	13,18,902	7,25,396	5,93,506
XLI	Jammu and Kashmir (Native state section).	1st half	9,60,011	16	12,473	(a)9,270	...	9,270
		2nd half	9,60,011	16	12,774	(a)8,993	...	8,993
		Total and average	9,60,011	16	25,247	(a)18,263	...	18,263
	TOTAL STANDARD GAUGE	1st half	1,77,79,21,229	10,988½	23,751,153	10,75,57,776	4,52,37,290	6,23,20,480
		2nd half	1,80,33,30,805	11,154	21,139,340	8,69,32,304	4,19,38,183	4,49,94,121
		Total and average	1,80,33,30,805	11,082½	44,890,493	19,44,90,074	8,71,75,473	10,73,14,601
	METRE GAUGE.							
XLII	Bengal and North-Western—							
	Tirhoot section	1st half	2,51,07,421	341½	(*b*)	17,46,318	8,09,431	9,36,887
		2nd half	2,53,21,347	341½	(*b*)	13,43,326	7,85,621	5,57,705
		Total and average	2,53,21,347	341½	(*b*)	30,89,644	15,95,052	14,94,592
	Company's section	1st half	(*c*)2,31,55,707	414½	897,048	15,19,136	3,97,294	11,21,842
		2nd half	(*c*)2,86,22,717	414½	839,987	10,51,900	4,10,599	6,41,391
		Total and average	(*c*)2,86,22,717	414½	1,737,035	25,71,036	8,07,803	17,63,233
XLIV	Rohilkund and Kumaon (Lucknow-Bareilly section).	1st half	(*d*)84,48,502	226¾	208,124	5,00,580	2,86,553	2,14,027
		2nd half	(*d*)84,86,124	231½	169,089	3,25,354	2,24,690	1,00,664
		Total and average	(*d*)84,86,124	216	377,213	8,25,934	5,11,243	3,14,691
XLV	Rajputana-Malwa	1st half	12,75,39,526	1,674	3,699,254	1,38,55,978	50,32,407	88,23,571
		2nd half	12,77,45,037	1,674	2,580,646	95,84,003	44,12,912	51,71,091
		Total and average	12,77,45,037	1,674	6,279,900	2,34,40,581	94,45,319	1,39,95,262
XLVI	Pálanpur-Deesa	1st half	3,96,766	17½	6,250	23,091	8,386	14,705
		2nd half	4,00,374	17½	6,324	15,091	6,951	8,140
		Total and average	4,00,374	17½	12,574	38,182	15,337	22,845
XLVII	Southern Mahratta	1st half	9,39,32,201	1,045	1,185,788	34,48,358	20,30,643	14,17,715
		2nd half	9,41,08,496	1,045	1,222,441	30,19,653	18,27,258	11,92,395
		Total and average	9,41,68,496	1,045	2,408,229	64,68,011	38,57,901	26,10,110
XLVIII	Guntakal-Mysore frontier	1st half	58,71,295	119½	97,746	2,21,325	1,27,441	93,884
		2nd half	58,71,739	119½	112,671	2,18,003	1,39,230	87,773
		Total and average	58,71,739	119½	210,417	4,39,328	2,57,671	1,81,657
XLIX	Southern Mahratta (Mysore section).	1st half	1,43,99,937	296	280,974	7,53,968	4,42,346	3,11,622
		2nd half	1,45,25,023	296	290,685	8,24,313	5,00,191	3,24,120
		Total and average	1,45,25,023	296	571,659	15,78,281	9,42,539	6,35,742
	TOTAL METRE GAUGE carried over.	1st half	30,38,51,345	4,134½	6,375,184	2,20,68,754	91,34,501	1,29,34,255
		2nd half	30,51,40,857	4,139½	5,221,843	1,63,82,243	82,98,364	80,83,879
		Total and average	30,51,40,857	4,124½	11,597,027	3,84,50,997	1,74,32,865	2,10,18,132

* See footnote (a) on page ii.

(*a*) Represents the amount received as rent for the lease of this line.
(*b*) Included with the Bengal and North-Western railway (Company's section).
(*c*) Including R10,60,014 on account of interest on capital during construction.
(*d*) Including R41,089 on account of interest on capital during construction.

STATISTICS OF INDIAN RAILWAYS (PART I)—*continued.*

Summary of the Revenue accounts of Indian railways for the half-years ended the 30th June and the 31st December 1895—continued.

GENERAL RESULTS—*continued.*

Serial Number.	Railway.	1895.	Capital expended. *	Mean mileage open.	Total train-mileage.	Earnings.	Expenses.	Net earnings.
	METRE GAUGE—*contd.*		£	Miles.	Miles.	£	£	£
	Brought forward METRE GAUGE	1st half	30,38,51,345	4,134½	6,375,184	2,20,68,754	91,34,501	1,29,34,253
		2nd half	30,51,40,857	4,139½	5,221,843	1,63,82,243	82,98,364	80,83,879
		Total and average	30,51,40,857	4,124½	11,597,027	3,84,50,997	1,74,32,865	2,10,18,132
L	South Indian	1st half	7,33,50,154	1,041½	1,620,835	44,30,858	23,82,127	20,48,731
		2nd half	7,39,64,242	1,041½	1,704,879	44,84,089	26,21,525	18,62,564
		Total and average	7,39,64,242	1,041½	3,325,704	89,14,947	50,03,652	39,11,295
LI	Mâyavaram-Mutupet	1st half	24,16,143	54	63,041	1,17,481	69,114	48,367
		2nd half	24,17,338	54	64,370	1,21,543	79,241	42,302
		Total and average	24,17,338	54	139,411	2,42,024	1,48,355	93,669
LII	Assam-Bengal (*a*)	1st half	...	...	...	...	...	...
		2nd half	(*b*)1,16,47,949	128	160,277	2,14,126	2,22,473	—8,047
		Total and average	(*b*)1,16,47,949	64½	160,277	2,14,126	2,22,473	—8,047
LIII	Eastern Bengal (state)—							
	Northern and Behar sections (including the Kaunia-Dharila 2' 6" gauge, branch).	1st half	3,99,11,568	478½	712,825	24,91,193	10,97,597	13,93,596
		2nd half	3,99,85,179	478½	758,304	28,87,479	10,69,529	18,17,950
		Total and average	3,99,85,179	478½	1,471,129	53,78,672	21,67,126	32,11,546
	Dacca section	1st half	67,26,689	86	93,081	2,50,036	1,32,284	1,17,752
		2nd half	(*c*) 67,23,422	86	99,680	2,87,994	1,44,721	1,43,273
		Total and average	67,23,422	86	192,761	5,38,030	2,77,005	2,61,025
LIV	Burma (state)	1st half	6,37,83,664	745½	1,034,648	39,32,260	19,61,572	19,70,688
		2nd half	(*d*)7,17,83,898	834½	974,131	27,78,803	20,47,134	7,31,669
		Total and average	7,17,83,898	763	2,008,779	67,11,063	40,08,706	27,02,357
LVII	Deoghur	1st half	2,86,180	4½	11,860	33,612	18,304	15,308
		2nd half						
		Total and average	2,86,180	4½	11,860	33,612	18,304	15,308
LVIII	Rohilkund and Kumaon (Company's section).	1st half	20,76,545	(*e*) 66	44,859	2,11,617	1,19,566	92,051
		2nd half	(*e*)20,75,751	(*e*) 66	43,404	1,92,887	1,31,965	60,922
		Total and average	20,75,751	(*e*) 66	88,323	4,04,504	2,51,531	1,52,973
LIX	Bengal Dooars	1st half	(*f*)22,74,145	36½	18,613	96,581	51,090	45,491
		2nd half	(*f*)22,89,041	36½	20,253	1,56,956	74,989	81,967
		Total and average	(*f*)22,89,041	36½	38,866	2,53,537	1,26,079	1,27,458
LX	Dibru-Sadiya	1st half	71,13,493	77½	93,844	3,00,657	1,67,682	1,32,975
		2nd half	72,25,345	77½	87,455	3,00,486	1,63,918	1,36,563
		Total and average	72,25,345	77½	1,80,999	6,01,143	3,31,600	2,69,543
LXI	The Gaekwar's Mahsána	1st half	32,38,285	92½	63,481	2,04,089	74,124	1,29,965
		2nd half	32,55,044	92½	46,001	1,34,355	61,880	72,475
		Total and average	32,55,044	92½	1,09,482	3,38,444	1,36,004	2,02,440
LXIV	Kolhápur	1st half	23,05,912	29	21,914	65,240	37,175	28,065
		2nd half	23,69,206	29	22,283	55,907	32,960	22,941
		Total and average	23,69,206	29	44,197	1,21,147	70,141	51,006
LXV	Yesvantpur-Mysore frontier	1st half	21,01,668	51½	42,148	93,851	53,627	40,224
		2nd half	(*e*) 23,93,551	51½	48,758	98,303	58,046	39,886
		Total and average	23,93,551	51½	90,906	1,92,159	1,11,273	79,886
	TOTAL METRE GAUGE carried over	1st half	50,99,48,411	6,803	10,187,193	3,42,62,617	1,52,80,459	1,89,82,158
		2nd half	53,13,00,253	7,114½	9,251,668	2,80,98,476	1,50,67,351	1,30,91,125
		Total and average (*g*)	3,15,87,003	6,969½	19,450,721	6,23,94,705	3,03,06,114	3,20,88,591

* See footnote (*a*) on page ii.

(*a*) Opened for traffic on the 1st July 1895.
(*b*) Including Rs.23,08,995 on account of interest on capital during construction.
(*c*) The decrease as compared with the first half is due to certain credits.
(*d*) The expenditure of the fifth division of the Mu Valley railway for October, Nov-ember and December 1895 is not included, as the accounts of the division were not received and booked till after the accounts of December were closed.
(*e*) Including 12 miles of the Rohilkund and Kumaon railway (Lucknow-Bareilly sec-tion) worked over by the company.
(*f*) Including £37,870 on account of interest on capital during construction.
(*g*) Including the Deoghur railway, for which yearly figures are shown.

APPENDIX

STATISTICS OF INDIAN RAILWAYS (PART I)—*continued.*

Summary of the Revenue accounts of Indian railways for the half-years ended the 30th June and the 31st December 1895—concluded.

GENERAL RESULTS—*concluded.*

Serial Number.	Railway.	1895.	Capital expended.*	Mean mileage open.	Total train-mileage.	Earnings.	Expenses.	Net earnings.
			£	Miles.	miles.	£	£	£
	METRE GAUGE—*concld.*	1st half	50,99,48,411	6,893	10,187,103	3,42,62,617	1,52,80,459	1,89,82,158
	Brought forward METRE GAUGE	2nd half	53,13,00,823	7,114½	9,251,608	2,80,98,476	1,50,07,351	1,30,91,125
		Total and average	53,15,87,003	6,969½	19,450,721	6,23,94,705	3,03,06,114	3,20,88,591
		(a)						
LXVI	Mysore-Nanjangúd . . .	(b) 1st half	5,91,552	15½	11,154	18,911	10,763	8,148
		2nd half	6,01,758	15½	11,430	20,189	11,905	8,284
		Total and average	6,01,758	15½	22,584	39,100	22,668	16,432
LXVII	Jodhpore-Bikaneer—							
	Jodhpore section . . .	1st half	64,20,868	320½	150,128	5,51,521	2,23,454	3,28,067
		2nd half	(c) 64,06,374	320½	146,202	4,23,217	1,82,039	2,41,178
		Total and average	64,06,374	320½	296,330	9,74,738	4,05,493	5,69,245
	Bikaneer section . . .	1st half	9,70,535	43½	15,834	45,359	20,003	25,356
		2nd half	9,70,535	43½	16,269	41,180	21,439	19,741
		Total and average	9,70,535	43½	32,103	86,539	41,442	45,097
LXVIII	Oodeypore-Chitor (*d*) . .	1st half	...	...	...	...	...	...
		2nd half	13,39,850	50½	20,880	54,702	35,924	18,778
		Total and average	13,39,850	25½	20,880	54,702	35,924	18,778
LXIX	Bhávnagar-Gondal-Junágarh-Porbandar.	1st half	1,71,63,778	333⅜	338,190	12,28,186	6,12,537	6,15,649
		2nd half	1,72,31,178	333⅜	219,571	7,24,035	5,18,464	2,05,571
		Total and average	1,72,31,178	333⅛	557,761	19,52,221	11,31,001	8,21,220
LXX	Jetalsar-Rájkot . . .	1st half	14,84,292	46½	23,115	98,427	50,003	42,424
		2nd half	14,98,463	46½	20,281	84,911	49,887	35,024
		Total and average	14,98,463	46½	43,396	1,83,338	1,05,890	77,448
	TOTAL METRE GAUGE . .	1st half	53,65,79,436	7,652½	10,725,614	3,62,05,021	1,62,03,219	2,00,01,802
		2nd half	55,93,48,981	7,923⅜	9,680,301	2,94,46,710	1,58,27,009	1,36,19,701
		Total and average	55,93,48,981	7,753⅜	20,423,775	6,56,85,343	3,20,48,532	3,36,36,811
		(a)						
	SPECIAL GAUGES.							
	Cheera-Companyganj (2′ 6″) .	1st half	(c) 3,51,273	8	6,750	12,450	11,013	1,437
		2nd half	(c) 3,51,437	8	6,642	13,953	10,629	1,324
		Total and average	(e) 3,51,437	8	13,392	24,403	21,642	2,761
LXXVII	Jorhát (2′ 0″) . . .	1st half	8,01,332	27½	12,526	37,603	30,980	6,623
		2nd half	8,10,173	26	12,730	47,092	34,996	12,096
		Total and average	8,10,173	26½	25,256	84,695	65,976	18,719
LXXVIII	Darjeeling-Himalayan (2′ 0″) .	1st half	30,80,602	51	89,944	375,044	1,95,472	1,79,572
		2nd half	30,86,094	51	70,659	3,04,574	1,81,146	1,83,428
		Total and average	30,86,094	51	160,603	7,39,618	3,76,618	3,63,000
LXXX	The Gaekwar's Dabhoi (2′ 6″) .	1st half	18,68,167	71½	47,028	1,43,807	71,907	71,900
		2nd half	18,72,861	71½	29,916	90,666	65,802	24,864
		Total and average	18,72,861	71½	76,944	2,34,473	1,37,709	96,764
LXXXII	Cooch Behar (2′ 6″) . . .	1st half	7,06,435	22	8,138	28,395	15,735	12,660
		2nd half	7,07,332	22	8,524	24,779	18,239	6,540
		Total and average	7,07,332	22	16,662	53,174	33,974	19,200
LXXXIII	Morvi (2′ 6″)	1st half	22,07,160	94½	85,168	2,07,498	88,092	1,19,406
		2nd half	23,29,425	94½	72,508	1,62,474	81,753	80,721
		Total and average	23,29,425	94½	157,676	3,69,972	1,69,845	2,00,127
	TOTAL SPECIAL GAUGES . .	1st half	90,14,969	274½	249,554	8,04,797	4,13,199	3,91,598
		2nd half	91,57,322	273	200,979	7,01,538	3,92,565	3,08,973
		Total and average	91,57,322	273⅜	450,533	15,06,335	8,05,764	7,00,571
	TOTAL OF ALL GAUGES FOR THE YEAR.	...	2,37,18,37,107	19,109⅜	65,761,801	26,16,81,752	12,00,29,759	14,16,51,983

* See footnote (a) on page ii.

(a) Including the Dooghur railway, for which yearly figures are not shown.
(b) Represents expenditure incurred up to the 31st December 1894. Information regarding the expenditure to 30th June 1895 has not been furnished.
(c) The decrease as compared with the first-half is due to certain credits.
(d) Opened for traffic on the 1st August 1895.
(e) Excluding the outlay (£44,30,733) on the hill incline section, which is now being diverted.

N.B.—This table excludes the transactions of the West of India Portuguese and the Pondicherry railways, for which no revenue accounts are received. This remark applies to all the subsequent tables.

A—*continued.*

STATISTICS OF INDIAN RAILWAYS—(PART I)—*continued.*

SUMMARY OF EARNINGS.

Half-years ended the 30th June and the 31st December 1895. [From No. VIII of Revenue Accounts.]

Serial Number.	Railway.	1895.	Coaching.	Goods.	Electric telegraph.	Steam-boat.	Sundries. Receipts from other lines for hire, mileage, and rents, etc.	Sundries. Other items.	Total.
			R	*R*	*R*	*R*	*R*	*R*	*R*
	STANDARD GAUGE.								
I	East Indian (*a*)	1st half	93,29,443	1,97,95,152	45,702	51,731	52,022	2,75,357	2,95,49,407
		2nd half	92,16,990	1,66,71,416	41,246	70,841	68,471	2,86,629	2,63,55,593
		Total	1,85,46,433	3,64,66,568	86,948	122,572	1,20,493	5,61,986	5,59,05,000
II	Bengal-Nágpur	1st half	8,11,861	32,43,850	11,385	....	3,67,710	32,867	44,67,673
		2nd half	7,09,329	15,06,481	9,062	...	1,48,902	33,293	24,07,067
		Total	15,21,190	47,50,331	20,447	...	5,16,612	66,160	68,74,740
III	Indian Midland (*b*)	1st half	11,31,630	14,49,223	8,067	...	44,052	44,023	26,78,795
		2nd half	10,06,193	12,39,768	6,720	...	16,098	50,315	23,19,094
		Total	21,37,823	26,88,991	14,787	...	61,050	95,238	49,97,889
V	Godhra-Ratlam-Nagda (open section).	1st half	77,423	6,35,758	757	...	—2,355	...	7,11,583
		2nd half	83,864	3,07,556	596	...	—1,206	...	3,90,810
		Total	1,61,287	943,314	1,353	...	—3,561	...	11,02,393
VI	Wardha Coal	1st half	Included with the Great Indian Peninsula railway						51,124
		2nd half							26,724
		Total							77,848
VII	Dhond-Manmád	1st half							2,35,002
		2nd half							1,86,205
		Total							4,21,207
VIII	East Coast (state) (Bezwada extension).	1st half	16,752	67,181	205	...	5,477	52	89,667
		2nd half	13,593	85,645	201	...	6,655	6	1,06,100
		Total	30,345	1,52,826	406	...	12,132	58	1,95,767
XII	North Western (state)	1st half	59,47,388	1,30,89,613	43,425	39,444	2,22,619	1,64,887	1,95,07,346
		2nd half	55,75,731	97,65,691	38,370	34,998	1,32,007	1,64,238	1,57,11,035
		Total	1,15,23,089	2,28,55,304	81,795	74,442	3,54,626	3,29,125	3,52,18,381
XIII	Hyderabad-Shadipalli	1st half	39,605	52,447	715	...	...	356	93,123
		2nd half	40,614	33,572	735	...	...	93	75,016
		Total	80,219	86,019	1,450	...	...	451	1,68,139
XIV	Oudh and Rohilkhand (state).	1st half	21,51,996	38,46,158	14,915	...	8,073	58,113	60,79,255
		2nd half	18,85,997	22,12,079	12,062	...	48,029	58,357	42,15,524
		Total	40,37,993	60,58,237	26,977	...	56,102	1,16,470	1,02,94,879
XV	Eastern Bengal (state)	1st half	14,19,800	18,06,506	11,160	1,82,747	(*c*)	1,40,546	35,60,759
		2nd half	13,42,511	35,67,894	9,885	9,882	(*c*)	1,02,106	50,32,278
		Total	27,62,311	53,74,400	21,045	1,92,629	(*c*)	2,42,652	85,93,037
XVI	Bengal Central	1st half	2,94,070	1,32,780	1,161	...	...	2,901	4,30,912
		2nd half	2,96,981	2,13,344	1,135	...	...	5,019	5,16,479
		Total	5,91,051	3,46,124	2,296	...	...	7,920	9,47,391
	Total standard gauge carried over.	1st half	2,12,19,938	4,41,18,668	1,37,492	2,73,922	6,98,498	7,20,002	6,74,54,626
		2nd half	2,01,70,903	3,56,03,446	1,20,612	1,15,721	4,18,956	7,00,058	5,73,42,025
		Total	4,13,90,841	7,97,22,114	2,57,504	3,89,643	11,17,454	14,20,060	12,47,96,671

(*a*) Including the Delhi-Umballa-Kalka and the Tarkessur railways. This remark applies to all the subsequent tables excepting the Interest table.
(*b*) Including the Bhopal-Itársi railway (British and Native state sections) for the whole year and the Bina-Goona and Bhopal-Ujjain railways only for the second-half. This remark applies to all the subsequent tables excepting the Interest table.
(*c*) Shown under "Other items" as the information is not available separately.

APPENDIX

STATISTICS OF INDIAN RAILWAYS—(PART I)—*continued.*

SUMMARY OF EARNINGS—*continued.*

[From No. VIII of Revenue Accounts.] Half-years ended the 30th June and the 31st December 1895.

Serial Number.	Railway.	1895.	Coaching.	Goods.	Electric telegraph.	Steam-boat.	Sundries.		Total.
							Receipts from other lines for hire, mileage, and rents, etc.	Other items.	
			R	R	R	R	R	R	R
	Standard Gauge—*contd.*								
	Brought forward Standard Gauge.	1st half	2,12,19,938	4,41,18,668	1,37,492	2,73,922	6,98,498	7,20,002	6,74,54,616
		2nd half	2,01,70,903	3,56,03,446	1,30,612	1,15,721	4,18,956	7,00,058	5,73,42,025
		Total .	4,13,90,841	7,97,22,114	2,67,504	3,89,643	11,17,454	14,20,060	12,47,96,671
XVII	Calcutta Port Commissioners'.	1st half	...	1,72,042	...	...	...	23,764	1,95,806
		2nd half	...	1,69,003	...	...	...	22,751	1,91,754
		Total .	...	3,41,045	...	...	...	46,515	3,87,560
XVIII	East Coast (state) .	1st half	5,69,450	3,91,154	4,323	27,605	...	14,201	10,06,735
		2nd half	4,84,035	3,76,909	4,093	15,382	...	16,496	8,97,515
		Total .	10,53,485	7,68,063	9,018	42,987	...	30,697	19,04,250
XXIV	Great Indian Peninsula .	1st half	51,18,024	1,43,13,591	38,138	...	46,954	1,24,488	1,96,41,195
		2nd half	46,81,452	92,93,497	37,078	...	23,246	1,13,725	1,41,48,998
		Total .	97,99,476	2,36,07,088	75,216	...	70,200	2,38,213	3,37,90,193
XXV	Bombay, Baroda and Central India.	1st half	27,62,965	79,05,252	26,638	...	35,481	93,767	1,08,24,103
		2nd half	25,80,559	40,13,319	20,806	...	28,151	86,129	67,28,964
		Total .	53,43,524	1,19,18,571	47,444	...	63,632	1,79,896	1,75,53,067
XXVI	Madras . . .	1st half	23,74,060	32,38,163	10,643	...	13,106	71,064	57,07,036
		2nd half	23,70,761	30,43,481	9,935	...	10,244	66,936	55,01,357
		Total .	47,44,821	62,81,644	20,578	...	23,350	1,38,014	1,12,08,407
XXXI	Khámgaon . . .	1st half	Included with the Great Indian Peninsula railway						17,552
		2nd half							8,478
		Total .							26,030
XXXII	Amráoti . . .	1st half							25,228
		2nd half							13,909
		Total .							39,137
XXXIII	Ilna-Goona . . .	1st half	14	5,114	81	...	...	...	5,209
		2nd half	Included with the Indian Midland railway				...	...	...
		Total .	14	5,114	81	...	...	...	5,209
XXXVI	The Nizam's Guaranteed State.	1st half	4,61,854	12,58,272	8,233	...	1,053	22,233	17,54,645
		2nd half	4,16,104	10,09 372	8,544	...	2,336	21,540	14,60,896
		Total .	8,80,958	22,67,644	16,777	...	3,389	46,773	32,15,541
XXXVII	The Gaekwar's Petlád .	1st half	27,078	13,449	238	...	...	1,300	42,071
		2nd half	23,349	8,137	119	...	...	215	31,820
		Total .	50,427	21,586	357	...	...	1,521	73,891
XXXVIII	Kolar Gold-fields . .	1st half	16,808	52,501	93	...	...	179	69,641
		2nd half	20,628	62,459	77	...	...	148	83,312
		Total .	37,496	1,14,960	170	...	...	327	1,52,953
XL	Rájpura-Bhátinda . .	1st half	2,13,640	5,87,732	2,462	...	...	799	8,04,633
		2nd half	1,89,078	3,21,005	2,850	...	...	736	5,14,269
		Total .	4,03,328	9,08 737	5,312	...	...	1,535	13,18,902
XLI	Jammu and Kashmir (Native state section).	1st half	Included with the North Western (state) railway						9,270
		2nd half							8,993
		Total .							18,263
	Total Standard Gauge carried over.	1st half	3,27 66 891	7,20 55,938	2,28,343	3,01,527	7,95,092	10,71,803	10,75,57,770
		2nd half	3,09,37,469	5,39,00,628	2,04,114	1,31,103	4,82,933	10,31,748	8,69,32,304
		Total .	6,37,04,360	12,59,56,566	4,32 457	4 32,630	12,78,025	21,03 551	19,44,90,074

A—*continued.*

STATISTICS OF INDIAN RAILWAYS—(PART I)—*continued.*

SUMMARY OF EARNINGS—*continued.*

[From No. VIII of Revenue Accounts.] Half-years ended the 30th June and the 31st December 1895.

Serial Number.	Railway.	1895.	Coaching.	Goods.	Electric telegraph.	Steam-boat.	Sundries.		Total.
							Receipts from other lines for hire, mileage, and rents, etc.	Other items.	
			£	£	£	£	£	£	£
	STANDARD GAUGE—*concld.*								
	Brought forward STANDARD GAUGE.	1st half	3,27,66,891	7,20,55,938	2,28,343	3,01,527	7,95,092	10 71,803	10,79,57,770
		2nd half	3,09,37,469	5,39,00,628	2,04,114	1,31,103	4,82,933	10,31,748	8,69,32,304
		Total .	6,37,04,360	12,59,56,566	4,32,457	4,32,630	12,78,025	21,03,551	19,44,90,074
	METRE GAUGE.								
XLIII	Bengal and North-Western—								
	Tirhoot section	1st half	12,81,614	16,28,494	15,477	2,40,500	300	99,069	32,65,454
	Company's section	2nd half	10,78,310	10,41,521	12,098	1,94,274	160	68,863	23,95,226
		Total .	23,59,924	26,70,015	27,575	4,34,774	460	167,932	56,60,680
XLIV	Rohilkund and Kumaon (Lucknow-Bareilly section).	1st half	1,93,997	2,97,750	2,962	...	1,642	4,236	5,00,580
		2nd half	1,39,577	1,76,803	2,104	...	2,009	4,861	3,25,354
		Total .	3,33,567	4,74,553	5,066	...	3,651	9,097	8,25,934
XLV	Rajputana-Malwa .	1st half	38,02,198	98,25,949	34,708	...	27,930	1,65,103	1,38,55,978
		2nd half	37,02,666	56,74,520	31,425	...	38,518	1,37,474	95,84,603
		Total .	75,04,864	1,55,00,469	66,223	...	66,448	3,02,577	2,34,40,581
XLVI	Pálanpur-Deesa . .	1st half	11,369	11,655	61	...	...	6	23,091
		2nd half	10,537	4,479	54	...	...	21	15,091
		Total .	21,906	16,134	115	...	...	27	38,182
XLVII	Southern Mahratta .	1st half	12,49,261	21,12,631	9,605	...	35,957	40,924	34,48,358
		2nd half	12,34,511	17,02,964	8,805	...	24,490	48,883	30,19,653
		Total .	24,83,772	38,15,595	18,410	...	60,447	89,787	64,68,011
XLVIII	Guntakal-Mysore frontier.	1st half	1,01,736	1,18,454	510	...	...	625	2,21,325
		2nd half	96,383	1,19,608	494	...	134	1,384	2,18,003
		Total .	1,98,119	2,38,062	1,004	...	134	2,009	4,39 328
XLIX	Southern Mahratta (Mysore section).	1st half	3,51,917	3,92,707	2,843	...	1,554	4,947	7,53,968
		2nd half	3,78,060	4,32,132	2,777	...	633	10,711	8,24,313
		Total .	7,29,977	8,24,839	5,620	...	2,187	15,658	15,78,281
L	South Indian . .	1st half	23,42,995	20,44,802	11,290	...	7,819	29,952	44,30,858
		2nd half	23,14,230	21,14,208	9,789	...	4,439	41,423	44,84,089
		Total .	46,57,225	41,59,010	21,079	...	6,258	71,375	89,14,947
LI	Mávavaram-Matupet .	1st half	82,560	34,346	494	...	...	81	1,17,481
		2nd half	92,161	31,534	496	...	...	352	1,24,543
		Total .	1,74,721	65,880	990	...	...	433	2,42,024
LII	Assam-Bengal (*a*). .	1st half	..	...	...	...	...	...	...
		2nd half	92,374	1,15,506	3,281	...	...	3,265	2,14,426
		Total .	92,374	1,15,506	3,281	...	...	3,265	2,14,426
LIII	Eastern Bengal (state)—Northern and Behar sections (including, the Kaunia-Dharlia 2'6" gauge, branch).	1st half	1041,526	12,59,722	6,840	1,68,416		14,689	24,91,193
		2nd half	8,99,753	16,94,706	6,878	2,70,079	(*b*)	16,063	28,87,479
		Total .	1941,279	29,54,428	13,718	4,38,495	(*b*)	30,752	53,78,672
	Dacca section . .	1st half	1,79,479	65,236	1,453	...	(*b*)	3,868	2,50,036
		2nd half	1,89,281	92,530	1,633	...	(*b*)	4,550	2,87,994
		Total .	3,68,760	1,57,766	3,086	...	(*b*)	8,418	5,38,030
	TOTAL METRE GAUGE carried over.	1st half	1,06,38,645	1,77,91,746	86,333	4,08,916	69,202	3,63,480	2,93,58,322
		2nd half	1,02,27,843	1,32,00,511	79,834	4,64,353	70,383	3,37,850	2,43,80,774
		Total .	3,08,66,488	3,09,92,257	1,66,167	8,73,269	1,39,585	7,01,330	5,37,39,096

(*a*) Opened for traffic on the 1st July 1895.
(*b*) Shown under "Other items" as the information is not available separately.

APPENDIX

STATISTICS OF INDIAN RAILWAYS—(PART I)—*continued.*

SUMMARY OF EARNINGS—*continued.*

Half-years ended the 30th June and the 31st December 1895. [From No. VIII of Revenue Accounts.]

Serial Number.	Railway.	1895.	Coaching.	Goods.	Electric telegraph.	Steam-boat.	Sundries.		Total.
							Receipts from other lines for hire, mileage, and rents, etc.	Other items.	
			R	*R*	*R*	*R*	*R*	*R*	*R*
	METRE GAUGE—*contd.*								
	Brought forward METRE GAUGE.	1st half	1,06,38,645	1,77,91,746	86,333	4,08,916	69,202	3,63,480	2,93,58,322
		2nd half	1,02,27,843	1,32,00,511	79,834	4,64,353	70,383	3,37,850	2,43,80,774
		Total .	2,08,66,488	3,09,92,257	1,66,167	8,73,269	1 39,585	7,01,330	5,37,39,096
LIV	Burma (state) . .	1st half	19,54,486	18,82,574	12,139	21,420	15,034	46,607	39,32,260
		2nd half	15,93,530	12,11,356	10,522	—14,867	—59,416	37,678	27,78,803
		Total .	35,48,016	30,93,930	22,661	6,553	—44,382	84,285	67,11,063
LVII	Deoghur . . .	1st half 2nd half	29,640	3,868	...	...	...	104	33,612
		Total .	29,640	3,868	...	...	...	104	33,612
LVIII	Rohilkund and Kumaon (Company's section).	1st half	1,08,100	56,738	678	...	...	46,101	2,11,617
		2nd half	1,06,862	43,563	578	...	...	41,884	1,92,887
		Total .	2,14,962	1,00,301	1,256	...	...	87,985	4,04,504
LIX	Bengal Dooars . .	1st half	24,505	59,752	188	9,263	...	2,873	96,581
		2nd half	25,904	1,21,175	122	6,857	...	2,898	1,56,956
		Total .	50,409	1,80,927	310	16,120	...	5,771	2,53,537
LX	Dibru-Sadiya . .	1st half	60,910	2,26,469	5,706	...	1,015	6,557	3,00,657
		2nd half	61,361	2,23,466	6,504	...	1,397	7,758	3,00,486
		Total .	1,22,271	4,49,935	12,210	...	2,412	14,315	6,01,143
LXI	The Gaekwar's Mehsana	1st half	90,573	1,11,584	1,919	...	...	13	2,04,089
		2nd half	82,717	46,845	2,198	...	...	2,595	1,34,355
		Total .	1,73,290	1,58,429	4,117	...	...	2,608	3,38,444
LXII	Kolhápur . . .	1st half	50,596	14,164	328	...	...	152	65,240
		2nd half	44,518	10,492	315	...	...	582	55,907
		Total .	95,114	24,656	643	...	...	734	1,21,147
LXV	Yesvantpur-Mysore frontier . . .	1st half	50,352	42,733	328	...	...	438	93,851
		2nd half	47,371	49,965	388	...	...	584	98,308
		Total .	97,723	92,698	716	...	...	1,022	1,92,159
LXVI	Mysore-Nanjangúd .	1st half	16,735	1,961	181	...	...	34	18,911
		2nd half	18,030	1,904	143	...	...	112	20,189
		Total .	34,765	3,865	324	...	...	146	39,100
LXVII	Jodhpore-Bikaner—Jodhpore section .	1st half	2,85,153	2,57,934	8,219	...	...	215	5,51,521
		2nd half	2,18,993	1,96,748	7,294	...	...	182	4,23,217
		Total .	5,04,146	4,54,682	15,513	...	...	397	9,74,738
	TOTAL METRE GAUGE carried over.	1st half	1,32,80,655	2,04,45,655	1,16,019	4,39 599	85,251	4,66,470	3,48,33,049
		2nd half	1,24,27,129	1,51,06,025	1,07,898	4,56,343	12,364	4,32,123	2,85,41,882
		Total(a)	2,57,36,824	3,55,55,548	2,23,917	8,95,942	97,615	8,98,697	6,34,08,543

(a) Including the Deoghur railway, for which yearly figures are shown.

A—*continued.*

STATISTICS OF INDIAN RAILWAYS—(PART I)—*continued.*

SUMMARY OF EARNINGS—*concluded.*

[From No. VIII of Revenue Accounts.] Half-years ended the 30th June and the 31st December 1895.

Serial Number.	Railway.	1895.	Coaching.	Goods.	Electric telegraph.	Steam-boat.	Sundries.		Total.
							Receipts from other lines for hire, mileage, and rents, etc.	Other items.	
			R	*R*	*R*	*R*	*R*	*R*	*R*
	METRE GAUGE—*concld.*	1st half	1,32,80,055	2,04,45,655	1,16,019	4,39,599	85,251	4,66,470	3,48,33,049
	Brought forward METRE GAUGE.	2nd half	1,24,27,129	1,51,06,025	1,07,898	4,56,343	12,364	4,32,123	2,85,41,882
		Total(a)	2,57,36,824	3,55,51,548	2,23,917	8,95,942	97,615	8,98,697	6,34,08,543
	Jodhpore-Bikaneer—								
	Bikaneer section	1st half	20,673	20,475	4,030	...	172	9	45,359
		2nd half	18,520	18,206	4,307	...	135	12	41,180
		Total	39,193	38,681	8,337	...	307	21	86,539
LXVIII	Oodeypore-Chitor (*b*)	1st half	...	...	...	...	...	...	...
		2nd half	42,520	11,885	297	...	...	...	54,702
		Total	42,520	11,885	297	...	...	...	54,702
LXIX	Bhávnagar-Gondal-Junágarh-Porbandar	1st half	5,15,842	6,87,126	7,975	...	4,927	12,316	12,28,186
		2nd half	4,49,063	2,51,141	6,000	...	1,246	13,586	7,24,035
		Total	9,64,905	9,38,267	13,975	...	9,172	25,902	19,52,221
LXX	Jetalsar-Rájkot	1st half	69,180	27,778	1,417	...	...	52	98,427
		2nd half	66,872	16,694	1,233	...	...	112	84,911
		Total	1,36,052	44,472	2,650	...	...	164	1,83,338
	TOTAL METRE GAUGE	1st half	1,38,85,750	2,11,81,034	1,29,441	4,39,599	90,350	4,78,847	3,52,05,021
		2nd half	1,30,04,104	1,54,03,951	1,19,735	4,56,343	16,744	4,45,833	2,94,46,710
		Total (*a*)	2,69,19,494	3,65,88,853	2,49,176	8,95,942	1,07,094	9,24,784	6,56,85,343
	SPECIAL GAUGES.								
	Cherra-Companyganj (2′ 6″)	1st half	1,339	10,908	...	...	...	3	12,450
		2nd half	1,323	10,608	...	...	...	22	11,953
		Total	2,862	21,516	...	...	...	25	24,403
LXXVII	Jorhát (2′ 0″)	1st half	5,075	32,023	...	...	...	595	37,693
		2nd half	4,767	41,303	...	...	...	1,022	47,092
		Total	9,842	73,326	...	...	...	1,527	84,695
LXXVIII	Darjeeling-Himalayan (2′ 0″)	1st half	1,33,064	2,35,279	1,952	...	...	4,749	3,75,044
		2nd half	1,36,826	2,21,940	2,060	...	...	3,748	3,64,574
		Total	2,69,890	4,57,219	4,012	...	...	8,497	7,39,618
LXXX	The Gaekwar's Dabhoi (2′ 6″)	1st half	74,850	67,317	901	...	...	739	1,43,807
		2nd half	62,818	26,747	586	...	...	515	90,666
		Total	1,37,668	94,064	1,487	...	...	1,254	2,34,473
LXXXII	Cooch Behar (2′ 6″)	1st half	13,328	9,763	78	5,196	...	30	28,395
		2nd half	11,944	10,367	105	2,320	...	43	24,779
		Total	25,272	20,130	183	7,516	...	73	53,174
LXXXIII	Morvi (2′ 6″)	1st half	1,18,409	85,537	2,065	...	...	587	2,07,498
		2nd half	1,18,510	39,540	2,848	...	...	1,576	1,62,474
		Total	2,36,919	1,25,077	5,813	...	...	2,163	69,972
	TOTAL SPECIAL GAUGES	1st half	3,46,265	4,40,827	5,896	5,196	...	6,613	8,04,797
		2nd half	3,36,188	3,50,505	5,599	2,320	...	6,926	7,01,538
		Total	6,82,453	7,91,332	11,495	7,516	...	13,539	15,06,335
	TOTAL OF ALL GAUGES FOR THE YEAR.	...	9,43,06,307	16,33,36,752	6,93,128	13,36,088	13,85,119	30,41,874	26,16,81,752

(*a*) Including the Deoghur railway, for which yearly figures are shown.
(*b*) Opened for traffic on the 1st August 1895.

APPENDIX
STATISTICS OF INDIAN
DETAIL OF

Half-years ended the 30th June and the 31st December 1895. [From Abstract H of

PASSEN

Serial Number.	Railway.	1895.	First class.			Second class.			Third or Intermediate class.		
			Average fare per mile.	Number.	Earnings.	Average fare per mile.	Number.	Earnings.	Average fare per mile.	Number.	Earnings.
	STANDARD GAUGE.		Pies.		£	Pies.		£	Pies.		£
I	East Indian .	1st half	15·18	32,697	3,09,264	6·57	98,143	3,88,915	3·30	556,903	5,67,036
		2nd half	15·48	33,430	3,31,623	6·38	105,926	4,48,705	3·37	542,623	5,05,322
		Total and average	15·33	66,127	6,40,887	6·47	204,069	8,37,620	3 33	1,099,526	11,72,358
II	Bengal-Nágpur	1st half	14·47	2,945	19,198	5·76	7,768	16,283	2·84	21,322	14,667
		2nd half	13·44	3,311	18,816	5·53	8,394	18,608	2·83	20,281	13,705
		Total and average	13·95	6,256	38,014	5·64	16,162	34,891	2·83	41,603	28,372
III	Indian Midland	1st half	10·87	6,026	55,306	4·61	17,546	67,099	(a)2·98	(a)218,178	(a)2,62,237
		2nd half	10·98	5,413	56,594	4·31	18,787	66,769	(a)2·98	(a)191,269	(a)2,21,449
		Total and average	10·92	11,439	1,11,900	4·56	36,333	1,33,868	(a)2·98	(a)409,447	(a)4,83,686
V	Godhra-Ratlam-Nagda (open section).	1st half	Included with the Rajputana Malwa-railway.						...	...	...
		2nd half							...	...	...
		Total and average							...	...	...
VIII	East Coast (state) (Berwada extension) .	1st half	Included with the Nizam's Guaranteed State railway.						...	...	...
		2nd half							...	...	...
		Total and average							...	...	...
XII	North Western (state)	1st half	10·57	24,762	1,64,983	4·04	73,477	2,07,570	3·00	386,523	3,70,506
		2nd half	10·78	23,895	1,77,782	4·26	78,460	2,10,814	3·02	429,514	4,37,969
		Total and average	10·67	48,657	3,42,765	4·15	151,937	4,18,384	3·01	816,037	8,08,475
XIII	Hyderabad-Shadipalli	1st half	10·57	468	846	4·04	1,620	1,401	3·00	7,834	3,085
		2nd half	10·78	279	561	4·26	1,404	1,030	3·02	7,991	3,266
		Total and average	10·67	747	1,407	4·15	3,024	2,031	3 01	15,825	6,351
XIV	Oudh and Rohilkhand (state).	1st half	12·00	12,260	61,915	5·03	36,955	75,528	4·00	67,842	65,692
		2nd half	11·34	10,369	55,338	5·07	34,385	77,944	4·00	70,209	67,801
		Total and average	11 67	22,629	1,17,253	5·05	71,340	1,53,472	4·00	138,111	1,33,553
XV	Eastern Bengal (state) (c)	1st half	(d)13·22	22,924	91,609	(d)6·12	68,452	95,409	(d)3·09	436,979	2,20,825
		2nd half	(d)13·11	23,704	81,856	(d)6·17	74,794	1,00,427	(d)3·04	452,206	2,29,312
		Total and average	13·16	46,728	1,73,465	6·14	143,246	1,95,836	3·06	889,245	4,50,137
XVI	Bengal Central	1st half	13·22	1,228	2,491	6·12	14,928	8,407	3·09	55,917	29,691
		2nd half	13·11	1,546	2,826	6·17	17,443	9,072	3·04	59,779	31,077
		Total and average	13·16	2,774	5,317	6·14	32,371	17,479	3 06	112,696	60,768
XVII	Calcutta Port Commissioners'.	1st half	Open for goods traffic only			...	...	...	...	...	...
		2nd half									
		Total and average									
XVIII	East Coast (state)	1st half	17·92	1,610	9,383	8·52	7,482	15,438	...	...	...
		2nd half	18·76	1,907	10,723	8·16	7,754	14,990	...	...	...
		Total and average	18·34	3,517	20,106	8·34	15,236	30,428	...	...	...
XXIV	Great Indian Peninsula	1st half	10·99	46,849	2,22,694	4·37	332,407	3,71,151	(a)3·00	(a)271,925	(a)5,15,617
		2nd half	10·93	50,750	2,56,675	4·30	349,191	3,74,917	(a)3·00	(a)267,887	(a)4,59,354
		Total and average	10·96	97,599	4,79,369	4·33	681,598	7,46,068	3·00	539,812	9,74,971
XXV	Bombay, Baroda and Central India.	1st half	10·07	68,412	81,691	4·68	587,540	2,03,435	3·00	285,208	4,26,689
		2nd half	9·80	61,581	64,587	4·75	547,284	1,88,482	2·99	256,401	3,99,852
		Total and average	9·93	129,993	1,46,278	4·71	1,134,824	3,91,917	2·99	541,609	8,26,541
XXVI	Madras .	1st half	10·46	10,545	99,077	5·01	43,551	1,18,676	...	...	...
		2nd half	10·37	12,084	115,990	4·72	56,748	1,45,611	...	...	...
		Total and average	10·41	22,629	215,067	4·86	100,299	2,64,287	...	...	...
XXXIII	Bina-Goona .	1st half	Included with the Indian Midland railway.					...	...	...	...
		2nd half						...	...	...	...
		Total and average	...	...	...	...	...	...	...	...	...
XXXVI	The Nizam's Guaranteed State.	1st half	15·42	3,576	27,922	5·03	17,995	35,772	(a)2·50	(a)179,058	(a)90,626
		2nd half	15·33	3,927	25,924	4·88	16,921	32,230	(a)2·50	(a)162,413	(a)79,741
		Total and average	15·37	7,503	50,846	4·95	34,916	68,002	2·50	332,471	1,70,367
	TOTAL STANDARD GAUGE carried over	1st half	...	234,312	11,46,379	...	1,307,864	16,04,684	...	2,478,689	25 66,671
		2nd half	...	232,286	12,02,295	...	1,317,491	16,89,599	...	2,455,693	25,48,998
		Total and average	...	466,598	23,48,674	...	2,625,355	32,94,283	...	4,934,382	51,15,679

A—*continued.*

RAILWAYS—(PART I)—*continued.*

COACHING TRAFFIC.

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1895.

GERS.

Fourth or Lowest class.			Total.		Miscellaneous, including parcel, luggage, etc.	Total.	Deductions.	Net Total.	1895.	Serial Number.	Remarks.
Average fares per mile.	Number.	Earnings.	Number.	Earnings.							
Pies.		£		£	£	£	£	£			
2·51	8,865,249	69,83,581	9,552,892	82,48,796	10,82,212	93,31,008	1,565	93,29,443	1st half	I	
2·51	8,113,589	67,84,469	8,795,568	81,70,119	10,47,329	92,17,448	458	92,16,990	2nd half		
2·51	16,978,838	1,37,68,050	18,348,560	1,64,18,915	21,29,541	1,85,48,456	2,023	1,85,46,433	Total and average.		
2·00	1,175,712	6,79,104	1,201,747	7,29,252	82,609	8,11,861	...	8,11,861	1st half	II	
2·00	1,066,330	5,86,363	1,098,316	6,37,492	71,837	7,09,329	...	7,09,329	2nd half		
2·00	2,242,042	12,65,467	2,306,063	13,66,744	1,54,446	15,21,190	...	15,21,190	Total and average.		
(*b*) 2·54	(*b*) 610,190	(*b*) 5,47,042	851,910	9,31,684	1,09,046	11,31,630	...	11,31,630	1st half	III	
(*b*) 2·54	(*b*) 573,841	(*b*) 4,79,689	789,310	8,24,501	1,81,692	10,06,193	...	10,06,193	2nd half		
(*b*) 2·54	(*b*) 1,184,031	(*b*) 10,26,731	1,641,250	17,56,185	3,81,538	21,37,823	...	21,37,823	Total and average.		
...	...	...	...	...	...	...	...	77,423	1st half	V	
...	...	...	...	...	...	...	...	83,864	2nd half		
...	...	...	...	...	...	...	...	1,61,287	Total and average.		
...	...	...	...	...	...	...	...	16,752	1st half	VIII	
...	...	...	...	...	...	...	...	13,593	2nd half		
...	...	...	...	...	...	...	...	30,345	Total and average.		
2·25	6,203,351	39,52,024	6,688,113	46,95,083	12,52,280	59,47,363	5	59,47,358	1st half	XII	
2·27	6,232,673	38,62,344	9,764,542	46,28,829	9,46,923	55,75,732	1	55,75,731	2nd half		
2·26	12,436,024	77,54,268	13,452,655	93,23,892	21,99,203	1,15,23,095	6	1,15,23,089	Total and average.		
2·25	155,519	32,540	165,441	37,472	2,133	39,605	...	39,605	1st half	XIII	
2·27	138,762	33,811	148,436	38,668	1,946	40,614	...	40,614	2nd half		
2·26	294,281	66,351	313,877	76,140	4,079	80,219		80,219	Total and average.		
2·50	3,047,567	17,38,408	3,164,624	19,41,343	2,10,453	21,51,996	...	21,51,996	1st half	XIV	
2·50	2,692,394	15,03,824	2,807,417	17,04,967	1,80,135	18,85,102	5	18,85,097	2nd half		
2·50	5,739,961	32,42,232	5,972,041	36,46,310	3,90,588	40,37,098	5	40,37,093	Total and average.		
(*d*) 2·55	4,832,071	19,34,645	5,360,436	23,42,488	2,98,317	26,40,805	...	26,40,803	1st half	XV	
(*d*) 2·59	4,553,502	17,00,902	5,102,156	21,72,557	2,58,988	24,31,545	...	24,31,545	2nd half		
2·57	9,385,573	36,95,607	10,462,592	45,15,045	5,57,305	50,72,350	...	50,72,350	Total and average.		
2·55	778,045	2,43,022	850,118	2,83,611	10,459	2,94,070	...	2,94,070	1st half	XVI	
2·59	777,421	2,42,855	853,189	2,85,830	11,151	2,96,981	...	2,96,981	2nd half		
2·57	1,555,466	4,85,877	1,703,307	5,69,441	27,610	5,91,051	...	5,91,051	Total and average.		
...	...	...	...	...	...	...	...	...	1st half 2nd half	XVII	
									Total and average.		
1·99	1,275,804	5,10,681	1,284,896	5,35,502	33,948	5,69,450	...	5,69,450	1st half	XVIII	
2·01	1,145,226	4,31,140	1,154,887	4,56,853	27,182	4,84,035	...	4,84,035	2nd half		
2·00	2,421,030	9,41,821	2,439,783	9,92,355	61,130	10,53,485	...	10,53,485	Total and average.		
(*b*) 2·41	(*b*) 6,912,791	(*b*) 31,68,138	7,563,975	42,77,600	8,40,424	51,18,024	...	51,18,024	1st half	XXIV	
(*b*) 2·40	6,568,604	27,80,654	7,236,432	38,71,600	8,09,852	46,81,452	...	46,81,452	2nd half		
2·40	13,481,395	59,48,792	14,800,407	81,49,200	16,50,276	97,99,476	...	97,99,476	Total and average.		
2·36	7,117,593	17,11,204	8,058,753	24,23,519	3,39,446	27,62,965	...	27,62,965	1st half	XXV	
2·36	7,130,443	15,99,155	7,995,711	22,52,076	3,28,483	25,80,559	...	25,80,559	2nd half		
2·36	14,248,038	33,10,859	16,054,464	46,75,595	6,67,929	53,43,524	...	53,43,524	Total and average.		
2·10	4,501,650	18,70,282	4,555,746	20,88,035	2,86,025	23,74,060	...	23,74,060	1st half	XXVI	
2·11	4,359,213	17,90,431	4,448,245	20,52,032	3,18,729	23,70,761	...	23,70,761	2nd half		
2·10	8,860,863	36,60,713	9,003,991	41,40,067	6,04,754	47,44,821	...	47,44,821	Total and average.		
...	...	...	...	...	14	14	...	14	1st half	XXXIII	
...	...	...	...	...	...	...	...	...	2nd half		
...	...	...	...	...	14	14	...	14	Total and average.		
(*b*) 2·00	(*b*) 512,054	(*b*) 2,68,158	703,683	4,22,478	59,128	4,81,606	16,752	4,64,854	1st half	XXXVI	
2·00	472,798	2,36,430	956,159	3,77,325	52,372	4,29,697	13,593	4,16,104	2nd half		
2·00	984,852	5,04,588	1,359,742	7,99,803	1,11,500	9,11,303	30,345	8,80,958	Total and average.		
...	45,987,599	2,36,39,329	50,008,464	2,89,57,063	46,97,394	3,36,54,457	18,322	3,37,30,310	1st half		
...	43,824,798	2,20,32,027	47,830,268	2,74,72,829	42,36,619	3,17,09,448	14,057	3,17,95,848	2nd half		
...	89,812,397	4,56,71,356	97,838,732	5,64,29,892	89,34,013	6,53,63,905	32,379	6,55,23,158	Total and average.		

(*a*) Third class by mail trains.
(*b*) Third class by other than mail trains.
(*c*) Including the more and special gauge sections of the undertaking.
(*d*) The average fares shown in this statement are for the standard gauge section only. The average fares on the metre gauge sections are pies 14·10, 6·58, 3·07, and 2·31 for the first, second, third or intermediate, and fourth or lowest classes, respectively, during the first-half of 1895, and pies 13·86, 6·12, 3·04, and 2·30, respectively, during the second-half of 1895.

APPENDIX

STATISTICS OF INDIAN

DETAIL OF

Half-years ended the 30th June and the 31st December 1895. [From Abstract H of

PASSEN

Serial Number.	Railway.	1895.	First class.			Second class.			Third or Intermediate class.		
			Average fare per mile.	Number.	Earnings.	Average fare per mile.	Number.	Earnings.	Average fare per mile.	Number.	Earnings.
	STANDARD GAUGE—*concld.*		Pies.		*R*	Pies.		*R*	Pies.		*R*
	Brought forward STANDARD GAUGE.	1st half	...	234,312	11,46,379	...	1,307,864	16,04,684	...	2,478,689	25,66,671
		2nd half	...	232,286	12,02,295	...	1,317,491	16,89,599	...	2,455,693	25,48,908
		Total and average.	...	466,598	23,48,674	...	2,625,355	32,94,283	...	4,934,382	51,15,579
XXXVII	The Gaekwar's Pellâd	1st half	10·07	106	84	4·68	1,243	494	...	...	...
		2nd half	9·80	92	68	4·75	916	357	...	...	...
		Total and average	9·93	198	152	4·71	2,159	851	...	...	...
XXXVIII	Kolar Gold-fields	1st half	10·46	2,842	565	5·01	11,062	1,099	...	...	...
		2nd half	10·37	1,297	610	4·72	5,876	1,188	...	...	...
		Total and average	10·41	4,139	1,175	4·86	16,938	2,287	...	...	...
XL	Rájpura-Bhátinda	1st half	10·57	1,902	3,597	4·04	2,854	2,940	3·00	18,200	7,856
		2nd half	10·78	1,718	3,032	4·26	2,518	2,410	3·02	15,294	6,802
		Total and average	10·67	3,620	6,629	4·15	5,372	5,350	3·01	33,494	14,658
	TOTAL STANDARD GAUGE	1st half	...	239,162	11,50,625	...	1,323,023	16,09,217	...	2,496,889	25,74,527
		2nd half	...	235,393	12,06,005	...	1,326,801	16,93,554	...	2,470,987	25,55,710
		Total and average.	...	474,555	23,56,630	...	2,649,824	33,02,771	...	4,967,876	51,30,237
	METRE GAUGE.										
XLIII	Bengal and North-Western— Tirhoot section	1st half	20·47	8,192	29,408	10·16	12,074	23,457	4·79	39,060	21,491
	Company's section	2nd half	21·13	7,967	25,551	10·16	12,562	21,141	4·84	38,663	21,004
		Total and average	20·80	16,159	54,759	10·16	24,636	44,598	4·81	77,723	42,495
XLIV	Rohilkund and Kumaon (Lucknow-Bareilly section)	1st half	26·83	932	4,954	11·60	2,477	5,923	4·00	5,291	4,604
		2nd half	29·88	630	3,337	13·17	1,878	4,017	3·99	4,896	4,136
		Total and average	28·35	1,562	8,291	12·38	4,355	9,940	3·99	10,187	8,740
XLV	Rajputana-Malwa	1st half	13·37	10,479	78,716	6·07	38,201	1,08,371	2·99	148,356	1,77,796
		2nd half	13·15	8,776	55,869	5·38	40,085	1,12,380	3·00	143,095	1,55,761
		Total and average	13·26	19,255	1,34,585	5·82	78,286	2,20,751	2·99	291,451	3,33,557
XLVI	Pálanpur-Deesa	1st half	13·37	341	343	6·07	969	374	...	...	...
		2nd half	13·15	259	267	5·38	566	305	...	...	...
		Total and average	13·26	600	610	5·82	1,535	679	...	...	...
XLVII	Southern Mahratta	1st half	11·54	9,009	50,478	5·48	30,394	70,912	...	...	...
		2nd half	11·42	9,659	66,204	4·74	30,366	85,830	...	...	...
		Total and average	11·48	18,668	1,16,482	5·11	60,760	1,56,742	...	...	...
XLVIII	Guntakal-Mysore frontier	1st half									
		2nd half									
		Total and average	Included with the Southern Mahratta railway.					...	...	...	...
XLIX	Southern Mahratta (Mysore section).	1st half									
		2nd half									
		Total and average									
	TOTAL METRE GAUGE carried over	1st half	...	28,953	1,63,699	...	84,115	2,09,037	...	192,707	2,03,891
		2nd half	...	27,291	1,51,028	...	85,457	2,23,673	...	186,654	1,80,901
		Total and average.	...	56,244	3,14,727	...	169,572	4,32,710	...	379,361	3,84,792

A—*continued.*

RAILWAYS—(PART I)—*continued.*

COACHING TRAFFIC—*continued.*

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1895.

GEBS.

Fourth or Lowest class.		Total.		Miscellaneous, including parcel, luggage, etc.	Total.	Deductions.	Net Total.	1895.	Serial Number.	Remarks.
Average fare per mile.	Number.	Earnings.	Number.	Earnings.						
Pies.		£		£	£	£	£	£		
...	45,987,599	2,36,39,329	50,008,464	2,89,57,063	46,97,394	3,36,54,457	18,322	3,37,30,310	1st half	
...	43,824,798	2,20,32,027	47,830,208	2,74,72,829	42,36,619	3,17,09,448	14,057	3,17,23,848	2nd half	
...	89,812,397	4,56,71,356	97,838,732	5,64,29,892	89,34,013	6,53,63,905	32,379	6,55,23,158	Total and average.	
2·36	150,329	25,338	151,678	25,936	1,142	27,078	...	27,078	1st half	} XXXVII
2·36	126,872	21,953	127,880	22,378	971	23,349	...	23,349	2nd half	
2·36	277,201	47,311	279,558	48,314	2,113	50,427	...	50,427	Total and average.	
2·10	247,735	14,190	261,639	15,854	1,014	16,868	...	16,868	1st half	} XXXVIII
2·11	227,639	17,310	234,812	19,108	1,520	20,628	...	20,628	2nd half	
2·10	475,374	31,500	496,451	34,962	2,534	37,496	...	37,496	Total and average	
2·25	491,646	1,84,854	514,602	1,99,247	14,393	2,13,640	...	2,13,640	1st half	} XL
2·27	464,082	1,67,367	483,612	1,79,611	10,067	1,89,678	...	1,89,678	2nd half	
2·26	955,728	3,52,221	998,214	3,78,858	24,460	4,03,318	...	4,03,318	Total and average.	
...	46,877,309	2,38,63,731	50,936,383	2,91,68,100	47,13,943	3,39,12,043	18,322	3,39,87,896	1st half	
...	44,643,391	2,22,38,657	48,676,572	2,76,93,926	42,49,179	3,19,43,103	14,057	3,20,26,503	2nd half	
...	91,520,700	4,61,02,388	99,612,955	5,68,62,026	89,63,120	6,58,55,146	32,379	6,60,14,399	Total and average.	
2·00	2,949,182	11,22,537	3,008,508	11,96,893	84,721	12,81,614	...	12,81,614	1st half	} XLIII
2·00	2,631,934	9,44,021	2,691,126	10,11,517	66,793	10,78,310	...	10,78,310	2nd half	
2·00	5,581,116	20,66,558	5,699,634	22,08,410	1,51,514	23,59,924	...	23,59,924	Total and average.	
2·19	482,853	1,63,075	491,553	1,78,556	15,434	1,93,990	...	1,93,990	1st half	} XLIV
2·23	369,475	1,17,005	379,879	1,29,095	10,482	1,39,577	...	1,39,577	2nd half	
2·21	852,328	2,80,080	868,432	307,651	25,916	3,33,567	...	3,33,567	Total and average.	
2·00	5,682,037	30,63,769	5,879,073	34,28,652	4,50,976	38,79,628	77,430	38,02,198	1st half	} XLV
2·00	5,389,423	29,97,592	5,574,379	33,21,602	4,04,937	37,86,539	83,873	37,02,666	2nd half	
2·00	11,064,460	60,61,361	11,453,452	67,50,254	9,15,913	76,66,167	1,61,303	75,04,864	Total and average	
2·00	55,100	9,245	56,410	9,562	1,407	11,369	...	11,369	1st half	} XLVI
2·00	52,789	8,971	53,614	9,543	994	10,537	...	10,537	2nd half	
2·00	107,889	18,216	110,024	19,505	2,401	21,906	...	21,906	Total and average.	
2·00	3,732,713	15,32,941	3,772,196	16,54,131	1,66,466	18,20,597	5,71,336	12,49,261	1st half	} XLVII
2·00	3,523,210	14,29,842	3,563,235	15,81,876	2,36,998	18,18,874	5,84,363	12,34,511	2nd half	
2·00	7,256,003	29,62,783	7,335,431	32,36,007	4,03,464	36,39,471	11,55,699	24,83,772	Total and average.	
								1,01,736	1st half	} XLVIII
								96,383	2nd half	
								1,98,119	Total and average.	
...	...	...	...	...	...	...	...	3,51,917	1st half	} XLIX
								3,78,060	2nd half	
								7,29,977	Total and average.	
...	12,901,965	58,91,567	13,207,740	64,68,104	7,19,004	71,87,108	6,48,769	69,92,085	1st half	
...	11,959,831	54,98,031	12,259,233	60,53,033	7,80,204	68,33,837	6,68,236	66,44,044	2nd half	
...	24,864,796	1,13,89,598	25,466,973	1,25,21,827	14,99,208	1,40,21,035	13,17,005	1,36,32,129	Total and average	

APPENDIX

STATISTICS OF INDIAN

DETAIL OF

Half-years ended the 30th June and the 31st December 1895. [From Abstract H of

PASSEN

Serial Number.	Railway.	1895.	First class.			Second class.			Third or Intermediate class.		
			Average fare per mile.	Number.	Earnings.	Average fare per mile.	Number.	Earnings.	Average fare per mile.	Number.	Earnings.
	Metre gauge—*contd.*		Pies.		*R*	Pies.		*R*	Pies.		*R*
	Brought forward Metre gauge.	1st half	...	28,953	1,63,699	...	84,115	2,09,037	...	192,707	2,03,891
		2nd half	...	27,291	1,51,028	...	85,457	2,23,073	...	186,654	1,80,901
		Total and average	...	56,244	3,14,727	...	169,572	4,32,710	...	379,361	3,84,792
L	South Indian	1st half	11·82	10,893	36,106	3·87	110,388	89,284	...	...	...
		2nd half	11·31	10,756	40,056	3·82	112,658	89,179	...	...	...
		Total and average	11·56	21,649	76,162	3·84	223,046	1,78,463	...	...	...
LI	Mayavaram-Mutupet	1st half	11·82	171	233	3·87	5,501	1,826	...	...	...
		2nd half	11·31	184	201	3·82	5,471	1,943	...	...	...
		Total and average	11·56	355	434	3·84	10,972	3,769		...	...
LII	Assam-Bengal (a)	1st half	...	...	...	...	...	...	...	...	...
		2nd half	16·76	359	1,805	8·38	1,766	2,485	...	...	...
		Total and average	16·76	359	1,805	8·38	1,766	2,485	...	...	...
LIV	Burma (state)	1st half	13·86	9,503	40,224	5·51	126,702	88,903	...	...	...
		2nd half	13·68	10,426	43,913	4·88	109,986	99,516	...	...	...
		Total and average	13·77	19,929	84,137	5·19	236,688	1,88,419	...	...	...
LVII	Deoghur	1st half	...	...	...	...	...	...	...	...	...
		2nd half									
		Total and average	...	...	...	...	...	...	...	...	...
LVIII	Rohilkund and Kumaon (Company's section)	1st half	26·83	1,284	12,131	11·60	4,976	24,111	...	...	...
		2nd half	29·88	1,566	14,550	13·17	4,758	22,977	...	...	...
		Total and average	28·35	2,850	26,681	12·38	9,734	47,088	...	...	...
LIX	Bengal Dooars	1st half	*36·00	160	567	*21·00	*800	1,737	*6·00	272	200
		2nd half	*36·00	180	617	*21·00	748	1,536	*6·00	317	197
		Total and average	*36·00	340	1,184	*21·00	1,548	3,273	*6·00	589	397
LX	Dibru-Sadiya	1st half	*18·00	2,120	5,165	*9·00	1,278	1,862	...	...	...
		2nd half	*18·00	2,202	5,342	*9·00	1,322	1,980	...	...	...
		Total and average	*18·00	4,322	10,507	*9·00	2,600	3,842	...	...	...
LXIII	The Gaekwar's Mehsana.	1st half	13·37	140	266	6·07	1,847	1,612	...	...	...
		2nd half	13·15	136	323	5·38	1,726	1,446	...	...	...
		Total and average	13·26	276	589	5·82	3,573	3,058	...	...	...
LXIV	Kolhápur	1st half									
		2nd half									
		Total and average									
LXV	Yesvantpur-Mysore frontier	1st half									
		2nd half									
		Total and average	Included with the Southern Mahratta railway.								
LXVI	Mysore-Nanjangúd	1st half									
		2nd half									
		Total and average									
LXVII	Jodhpore-Bikaneer—Jodhpore section	1st half	18·00	553	4,971	6·00	3,218	7,130	...	...	...
		2nd half	18·00	486	2,745	6·00	3,018	6,123	...	...	...
		Total and average	18·00	1,039	7,716	6·00	6,236	13,253	...	...	...
	Total metre gauge carried over	1st half	...	53,777	2,63,362	...	338,825	425,502	...	192,979	2,04,091
		2nd half (b)	...	53,586	2,60,580	...	326,910	4,50,858	...	186,971	1,81,098
		Total and average	...	107,363	5,23,942	...	665,735	8,76,360	...	379,950	3,85,189

A—continued.

RAILWAYS—(PART I)—*continued.*

COACHING TRAFFIC—*continued.*

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1895

GERS.

Fourth or Lowest class.			Total.		Miscellaneous, including parcel, luggage, etc	Total.	Deductions.	Net total.	1895.	Serial Number.	Remarks.
Average fare per mile.	Number.	Earnings.	Number.	Earnings.							
Pies.		£		£	£	£	£	£			
...	12,901,965	58,91,567	13,207,740	64,68,194	7,19,004	71,87,198	6,48,766	69,02,085	1st half		
...	11,959,831	54,98,031	12,259,223	60,53,633	7,80,204	68,33,837	6,68,236	66,40,044	2nd half		
...	24,861,796	1,13,89,598	25,466,973	1,25,21,827	14,99,208	1,40,21,035	13,17,002	1,36,32,129	Total and average.		
2·00	6,081,722	20,94,284	6,203,003	22,19,674	1,23,321	23,42,995	...	23,42,995	1st half	} L	
1·99	5,930,165	20,64,653	6,053,579	21,93,888	1,20,363	23,14,256	26	23,14,230	2nd half		
1·99	12,011,887	41,58,937	12,256,582	44,13,562	2,43,689	46,57,251	26	46,57,225	Total and average.		
2·00	475,632	78,069	481,304	81,028	1,532	82,560	...	82,560	1st half	} LI	
1·99	524,104	88,637	529,759	90,781	1,380	92,161	...	92,161	2nd half		
1·99	999,736	1,67,606	1,011,063	1,71,809	2,912	1,74,721	...	1,74,721	Total and average.		
...	...	...	...	...	...	...	...	...	1st half	} LII	(a) Opened for traffic on the 1st July 1895.
3·00	171,634	84,023	173,759	88,313	4,061	92,374	...	92,374	2nd half		
3·00	171,634	84,023	173,759	88,313	4,061	92,374	...	92,374	Total and average.		
3·00	3,541,187	17,44,631	3,677,392	18,73,758	81,515	19,55,273	787	19,54,486	1st half	} LIV	
3·00	2,994,952	13,54,784	3,115,364	14,98,213	95,317	15,93,530	...	15,93,530	2nd half		
3·00	6,536,139	30,99,415	6,792,756	33,71,971	1,76,832	35,48,803	787	35,48,016	Total and average.		
...	...	...	...	...	...	29,640	...	29,640	1st half	} LVII	
									2nd half		
...	...	...	...	...	...	29,640	...	29,640	Total and average.		
2·19	82,813	50,241	89,073	86,483	21,617	1,08,100	...	1,08,100	1st half	} LVIII	
2·23	74,612	46,098	80,936	84,225	22,637	1,06,862	...	1,06,862	2nd half		
2·21	157,425	96,939	170,009	1,70,708	44,254	2,14,962	...	2,14,962	Total and average.		
*3·00	71,487	18,916	72,719	21,420	3,085	24,505	...	24,505	1st half	} LIX	*Actual single journey fare.
*3·00	76,738	19,242	77,983	21,592	4,312	25,904	...	25,904	2nd half		
*3·00	148,225	38,158	150,702	43,012	7,397	50,409	...	50,409	Total and average.		
*4·00	98,816	45,628	102,214	52,655	8,255	60,910	...	60,910	1st half	} LX	
*4·00	98,315	45,821	101,839	53,143	8,218	61,361	...	61,361	2nd half		
*4·00	197,131	91,449	204,053	1,05,798	16,473	1,22,271	...	1,22,271	Total and average.		
2·00	349,010	83,396	350,997	85,274	5,299	90,573	...	90,573	1st half	} LXIII	
2·00	318,031	77,112	319,893	78,911	3,806	82,717	...	82,717	2nd half		
2·00	667,041	1,60,538	670,890	1,64,185	9,105	1,73,290	...	1,73,290	Total and average.		
								50,596	1st half	} LXIV	
								44,518	2nd half		
								95,114	Total and average.		
								50,332	1st half	} LXV	
...	...	...	...	...	...	...	...	47,371	2nd half		
								97,723	Total and average.		
								16,735	1st half	} LXVI	
								18,030	2nd half		
								34,765	Total and average.		
2·00	401,751	2,46,159	405,522	2,58,260	26,893	2,85,153	...	2,85,153	1st half	} LXVII	
2·00	339,452	1,92,345	342,956	2,01,213	17,780	2,18,993	...	2,18,993	2nd half		
2·00	741,203	4,38,504	748,478	4,59,473	44,673	5,04,146	...	5,04,146	Total and average.		
...	24,004,383	1,02,53,791	24,589,964	1,11,46,746	9,90,521	1,21,37,267	649,553	1,20,59,056	1st half		
...	22,487,834	94,71,376	23,055,302	1,03,63,912	10,58,083	1,14,21,995	6,68,202	1,13,38,095	2nd half		
...	46,492,217	1,97,25,167	47,645,265	2,15,10,658	20,48,604	2,35,58,902	1 ,17,815	2,34,26,785	(b) Total and average.		(b) Including the Donghur railway, for which yearly figures are shown.

APPENDIX

STATISTICS OF INDIAN

DETAIL OF

Half-years ended the 30th June and the 31st December 1895. [From Abstract H of

PASSEN

Serial Number.	Railway.	1895.	First Class.			Second Class.			Third or Intermediate Class.		
			Average fare per mile.	Number.	Earnings.	Average fare per mile.	Number.	Earnings.	Average fare per mile.	Number.	Earnings.
			Pies.		R	Pies.		R	Pies.		R
	Metre Gauge—*concld.*	1st half	...	53,777	2,63,362	...	338,825	4,25,502	...	192,979	2,04,091
	Brought forward Metre Gauge	2nd half	...	53,586	2,60,580	...	326,910	4,50,858	...	186,971	1,81,098
		Total and average.	...	107,363	5,23,942	...	665,735	8,76,360	...	379,950	3,85,189
LXVII	Jodhpore-Bikaneer—	(a)									
	Bikaneer section	1st half	*18·00	88	385	*6·00	351	462	...	...	...
		2nd half	*18·00	62	238	*6·00	391	535	...	...	...
		Total and average.	*18·00	150	623	*6·00	742	997	...	...	...
LXVIII	Oodeypore-Chitor (b)	1st half	...	...	...	...	...	...	...	...	...
		2nd half	*15·00	145	629	*8·00	675	1,691	...	...	...
		Total and average	*15·00	145	629	*8·00	675	1,691	...	...	...
LXIX	Bhávnagar-Gondal-Junágarh-Porbandar.	1st half	10·85	2,356	7,661	5·32	19,166	24,661	...	...	...
		2nd half	10·97	1,905	6,545	5·41	17,441	21,964	...	...	...
		Total and average.	10·91	4,261	14,206	5·36	36,607	46,625	...	...	...
LXX	Jetalsar-Rájkot	1st half	10·85	1,134	1,997	5·32	5,571	4,538	...	...	...
		2nd half	10·97	1,009	1,807	5·41	5,804	4,743	...	...	...
		Total and average.	10·91	2,143	3,804	5·36	11,375	9,281	...	...	...
	Total Metre Gauge	1st half	...	57,355	273,403	...	363,913	4,55,163	...	192,979	2,04,091
		2nd half	...	56,707	2,69,799	...	351,221	4,79,791	...	186,971	1,81,098
		Total and average. (a)	...	114,062	5,43,204	...	715,134	9,34,954	...	379,950	3,85,189
	Special Gauges.										
	Cherra-Companyganj (2′ 6″).	1st half	...	...	...	...	...	...	...	...	...
		2nd half	...	...	...	...	...	...	...	...	...
		Total and average.									
LXXVII	Jorhát (2′ 0″)	1st half	...	...	...	...	...	...	...	...	...
		2nd half	...	...	...	...	...	...	...	...	...
		Total and average.									
LXXVIII	Darjeeling-Himalayan (2′ 0″).	1st half	*72·00	2,363	28,893	*36·00	5,809	34,342	...	...	...
		2nd half	*72·00	2,147	25,397	*36·00	5,745	35,214	...	...	...
		Total and average.	*72·00	4,510	54,290	*36·00	11,554	69,556	...	...	...
LXXX	The Gaekwar's Dabhoi (2′ 6″)	1st half	...	...	...	(c)*9·00	(c)2,642	(c)2,587	...	...	...
		2nd half	...	...	...	(c)*9·00	(c)2,314	(c)2,303	...	...	...
		Total and average.	...	...	...	(c)*9·00	(c)4,956	(c)4,890	...	...	...
LXXXII	Cooch Behar (2′ 6″)	1st half	*24·00	169	372	*12·00	432	534	*6·00	1,258	620
		2nd half	*24·00	112	239	*12·00	424	423	*6·00	1,138	556
		Total and average.	*24·00	281	611	*12·00	856	957	*6·00	2,396	1,176
LXXXIII	Morvi (2′ 6″)	1st half	*12·00	1,059	4,125	*6·00	3,440	6,764	...	...	...
		2nd half	*12·00	906	3,624	*6·00	3,702	6,975	...	...	...
		Total and average	*12·00	1,965	7,749	*6·00	7,142	13,739	...	...	...
	Total special gauges	1st half	...	3,591	33,390	...	12,323	44,227	..	1,258	620
		2nd half	...	3,165	29,260	...	12,185	44,915	...	1,138	556
		Total and average.	...	6,756	62,650	...	24,508	89,142	...	2,396	1,176
	Total of all gauges for the year.	...	...	595,373	29,62,484	...	3,389,466	43,26,867	...	5,350,222	55,16,602

A—*continued.*

RAILWAYS—(PART I)—*continued.*

COACHING TRAFFIC—*concluded.*

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1895.

GEES.

Fourth or Lowest Class.		Total.		Miscellaneous, including parcel, luggage, etc.	Total.	Deductions.	Net total.	1895.	Serial Number.	Remarks.
Average fare per mile.	Number.	Earnings.	Number.	Earnings.						
Pies.		£		£	£	£	£			
...	24,004,383	1,03,53,791	24,589,964	1,11,46,746	9,90,521	1,21,37,267	6,49,333	1,20,59,050	1st half	
...	22,487,834	94,71,376	23,055,301	1,03,63,912	10,58,083	1,14,21,995	6,68,262	1,13,35,095	2nd half	
									Total and	
...	46,492,217	1,97,25,167	47,645,265	2,15,10,658	20,48,604	2,35,88,902	13,17,815	2,34,26,785	average. (a)	
*2·00	43,327	17,680	43,766	18,527	2,146	20,673	...	20,673	1st half	
*2·00	39,254	15,028	39,707	16,401	2,119	18,520	...	18,520	2nd half } LXVII	* Actual single journey fare.
									Total and	
*2·00	82,581	33,308	83,473	34,928	4,265	39,193	...	39,193	average.	(a) Including the Deeghur railway, for which yearly figures are shown.
...	...	...	...	...	...	...	...	...	1st half	
*2·25	81,347	37,189	82,167	39,509	3,011	42,520	...	42,520	2nd half } LXVIII	
									Total and	
*2·25	81,347	37,189	82,167	39,509	3,011	42,520	...	42,520	average.	(b) Opened for traffic on the 1st August 1895.
2·75	869,697	4,53,149	891,216	4,85,471	30,371	5,15,842	...	5 15,842	1st half	
2·75	750,413	3,96,923	769,759	4,25,431	23,631	4,49,063	...	4,49,063	2nd half } LXIX	
									Total and	
2·75	1,620,110	8,50,072	1,660,978	9,10,902	54,002	9,64,905	...	9,64,905	average.	
2·75	149,497	57,702	156,202	61,237	4,943	69,180	...	69,180	1st half	
2·75	140,557	55,072	147,370	61,622	5,230	66,872	...	66,872	2nd half } LXX	
									Total and	
2·75	290,054	1,12,774	303,572	1,23,859	10,193	1,36,052	...	1,36,052	average.	
...	25,066,904	1,07,82,322	25,681,151	1,17,14,981	10,27,981	1,27,42,962	6,49,333	1,26,64,745	1st half	
...	23,499,405	99,76,188	24,094,304	1,09,06,876	10,92,094	1,19,98,970	6,68,262	1,19,15,070	2nd half (a)	
									Total and	
...	48,566,309	2,07,58,510	49,775,455	2,26,21,857	21,20,075	2,47,71,572	13,17,815	2,46,09,455	average.	
...	...	...	...	...	...	1,539	...	1,539	1st half	
...	...	...	...	...	...	1,323	...	1,323	2nd half	
						2,862	...	2,862	Total and average.	
...	...	...	...	...	...	5,075	...	5,075	1st half	
...	...	...	...	...	...	4,767	...	4,767	2nd half } LXXVII	
						9,842	...	9,842	Total and average.	
*15·00	19,956	42,146	28,128	1,05,381	27,683	1,33,064	...	1,33,064	1st half	
*15·00	22,893	45,544	30,785	1,06,155	30,671	1,36,826	...	1,36,826	2nd half } LXXVIII	
*15·00	42,849	87,690	58,913	2,11,536	58,354	2,69,890	...	2,69,890	Total and average.	
(d)*3·00	(d)225,811	(d) 69,486	228,453	72,073	2,777	74,850	...	74,850	1st half	
(d)*3·00	(d)197,826	(d) 57,876	200,140	60,179	2,639	62,818	...	62,818	2nd half } LXXX	(c) Upper class. (d) Lower class.
(d)*3·00	(d)423,637	(d)1,27,362	428,593	1,32,252	5,416	1,37,668	...	1,37,668	Total and average.	
*4·00	32,066	10,430	33,925	11,956	1,372	13,328	...	13,328	1st half	
*4·00	30,696	9,312	32,370	10,530	1,414	11,944	...	11,944	2nd half } LXXXII	
*4·00	62,762	19,742	66,295	22,486	2,786	25,272	...	25,272	Total and average.	
*3·00	146,262	96,768	150,761	1,07,657	10,752	1,18,409	...	1,18,409	1st half	
*3·00	153,743	99,694	158,351	1,10,293	8,217	1,18,510	...	1,18,510	2nd half } LXXXIII	
*3·00	300,005	1,96,462	309,112	2,17,950	18,969	2,36,919	...	2,36,919	Total and average.	
...	424,095	2,18,830	441,267	2,97,067	42,584	3,46,265	...	3,46,265		
...	405,158	2,12,426	421,646	2,87,137	42,941	3,36,188	...	3,36,188		
...	829,253	4,31,256	862,913	5,84,224	85,525	6,82,453	...	6,82,453		
...	140,916,262	6,72,92,154	150,251,323	8,00,98,107	1,11,68,720	9,13,09,171	13,50,194	9,13,06,307		

APPENDIX

STATISTICS OF INDIAN

DETAIL OF

Half-years ended the 30th June and the 31st December 1895. [From Abstract I of

Serial Number.	Railway.	1895.	General Merchandise.		Military Stores.		Railway Materials for Construction and Revenue Stores.	
			Ton-miles.	Earnings.	Ton-miles.	Earnings.	Ton-miles.	Earnings.
				£		£		£
I	Standard Gauge. East Indian .	1st half	455,898,750	1,40,57,503	1,665,759	1,59,935	21,293,656	2,65,473
		2nd half	335,216,217	1,09,96,550	1,442,605	1,46,000	22,935,345	2,99,804
		Total .	791,114,967	2,50,54,053	3,108,364	3,05,935	44,229,001	5,65,277
II	Bengal-Nágpur .	1st half	72,537,020	29,62,859	25,562	2,249	1,749,404	25,181
		2nd half	30,424,099	12,60,912	21,456	2,058	3,060,453	51,388
		Total .	102,961,119	42,23,771	47,018	4,307	4,809,857	76,569
III	Indian Midland .	1st half	34,921,601	13,55,070	73,948	7,810	1,908,192	26,578
		2nd half	27,083,689	11,70,151	72,283	6,842	1,224,092	16,933
		Total .	62,005,290	25,26,121	146,231	14,652	3,132,284	43,511
V	Godhra-Rutlam-Nagda (open section.)	1st half	Included with the Rajputana-Malwa railway		...	...	...	...
		2nd half					...	...
		Total .						
VIII	East Coast (state) (Bezwada extension)	1st half	Included with the Nizam's Guaranteed State railway				...	...
		2nd half	...	...	...	...	...	...
		Total .	...	...	...	...	...	...
XII	North Western (state)	1st half	376,470,798	1,09,02,674	9,534,284	5,87,169	64,428,058	8,82,465
		2nd half	289,678,622	84,03,434	4,058,583	3,04,337	46,060,060	6,42,367
		Total .	666,149,420	1,93,06,108	13,592,867	8,91,506	110,488,118	15,24,832
XIII	Hyderabad-Shadipalli .	1st half	794,983	44,410	373	65	510,442	7,792
		2nd half	513,073	31,635	151	25	136,283	2,168
		Total .	1,308,056	75,045	524	90	646,725	9,960
XIV	Oudh and Rohilkhand (state).	1st half	112,243,563	34,04,530	209,462	21,002	14,147,888	2,23,515
		2nd half	61,037,397	19,42,928	196,392	17,756	7,650,083	1,20,172
		Total .	173,280,960	53,47,458	405,854	38,758	21,797,971	3,43,687
XV	Eastern Bengal (state)(a)	1st half	59,577,194	29,02,037	5547	468	5,012,711	63,964
		2nd half	94,706,853	51,64,780	2,794	350	4,416,204	56,353
		Total .	154,284,047	80,66,817	8,341	818	9,428,915	1,20,317
XVI	Bengal Central .	1st half	4,101,065	1,18,302	156	91	35,725	456
		2nd half	5,068,636	2,01,376	111	64	64,589	824
		Total .	9,169,701	3,19,678	267	155	100,314	1,280
XVII	Calcutta Port Commissioners'.	1st half	Details not furnished.		...	...	...	...
		2nd half						
		Total .	...	...	...	...	...	...
XVIII	East Coast (state).	1st half	7,969,831	1,93,049	93	10	8,787,435	1,32,412
		2nd half	6,677,807	1,73,969	200	20	13,213,333	1,68,613
		Total .	14,647,638	3,67,018	293	30	22,000,768	3,01,025
XXIV	Great Indian Peninsula .	1st half	280,061,074	1,31,70,699	819,552	91,921	26,823,811	4,38,701
		2nd half	151,573,468	83,91,148	579,264	73,830	22,417,143	3,62,804
		Total .	431,634,542	2,15,61,847	1,398,816	1,65,751	49,240,954	8,01,505
XXV	Bombay, Baroda and Central India.	1st half	173,300,964	72,17,894	206,354	22,031	3,289,045	66,036
		2nd half	74,959,933	34,43,583	145,643	15,382	4,922,613	1,09,547
		Total .	248,260,897	1,06,61,477	351,997	37,413	8,212,558	1,75,583
XXVI	Madras . .	1st half	62,626,323	29,06,370	231,121	36,269	2,772,842	60,724
		2nd half	58,665,368	27,28,009	272,201	37,947	2,310,917	50,282
		Total .	121,291,691	56,34,379	503,322	74,216	5,083,759	1,11,006
XXXIII	Bina-Goona . .	1st half	96,181	5,114	...	...	...	...
		2nd half	Included with the Indian Midland railway		...	...	...	...
		Total .	96,181	5,114	...	...	...	...
XXXVI	The Nizam's Guaranteed State.	1st half	14,817,484	7,38,603	49,532	6,618	1,900,710	31,445
		2nd half	10,418,766	5,53,141	48,642	6,395	1,683,559	31,031
		Total .	25,236,250	12,91,744	98,174	13,013	3,674,269	62,476
XXXVII	The Gaekwar's Petlád .	1st half	188,304	13,087	...	...	394	7
		2nd half	103,209	7,748	...	...	333	6
		Total .	291,513	20,835	...	...	727	13
	Total standard gauge carried over.	1st half	1,655,605,135	5,99,93,101	12,821,743	9,35,638	155,751,213	22,24,749
		2nd half	1,146,127,137	4,44,58,964	6,840,325	6,11,606	130,101,007	19,19,292
		Total .	2,801,732,272	10,44,52,065	19,662,068	15,47,244	282,852,220	41,37,041

A—*continued.*

RAILWAYS—(PART I)—*continued.*

GOODS TRAFFIC.

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1895.

Coal.		Miscellaneous.	Total.	Deductions.	Net total.	1895.	Serial Number.	Remarks.
Ton-miles.	Earnings.							
£	£	£	£	£	£			
296,116,519	51,55,773	1,64,205	1,58,02,889	7,737	1,57,95,152	1st half	I	
301,596,838	50,78,300	1,58,780	1,66,80,100	8,684	1,66,71,416	2nd half		
597,713,157	1,02,34,133	3,22,991	3,24,82,989	16,421	3,24,66,568	Total		
14,849,938	2,44,594	8,567	32,43,850	...	32,43,850	1st half	II	
11,198,108	1,84,747	8,395	15,07,470	989	15,06,481	2nd half		
26,048,046	4,29,341	17,332	47,51,320	989	47,50,331	Total		
4427,833	59,946	—1,081	14,49,223	...	14,49,223	1st half	III	
3,027,263	39,020	6,822	12,39,768	...	12,39,768	2nd half		
7,455,096	98,966	5,741	26,88,991	...	26,88,991	Total		
...	...	...	...	...	6,35,758	1st half	V	
...	...	...	...	...	3,07,556	2nd half		
					9,43,314	Total		
...	...	...	...	...	67,181	1st half	VIII	
...	...	...	...	...	85,645	2nd half		
...	...	...	...	...	1,52,826	Total		
24,645,622	3,29,812	3,87,493	1,30,89,613	...	1,30,89,613	1st half	XII	
19,771,793	2,82,388	1,33,170	97,65,696	5	97,65,691	2nd half		
44,417,415	6,12,200	5,20,663	2,28,55,309	5	2,28,55,304	Total		
225	3	177	52,447	...	52,447	1st half	XIII	
86	2	142	33,572	...	33,572	2nd half		
311	5	319	86,019	...	86,019	Total		
12,108,347	1,75,060	22,051	38,46,158	...	38,46,158	1st half	XIV	
8,125,241	1,18,077	13,146	22,12,079	...	22,12,079	2nd half		
20,233,588	2,93,137	35,197	60,58,237	...	60,58,237	Total		
8,214,658	1,44,461	20,534	31,31,464	...	31,31,464	1st half	XV	
5,516,650	1,03,580	39,067	53,55,130	...	53,55,130	2nd half		
13,731,308	2,48,041	59,601	84,86,594	...	84,86,594	Total		
567,679	13,296	635	1,32,780	...	1,32,780	1st half	XVI	(a) Including the metre and special gauge sections of the undertaking.
442,540	10,031	1,049	2,13,344	..	2,13,344	2nd half		
1,010,219	23,327	1,684	3,46,124	...	3,46,124	Total		
...	...	...	1,72,042	...	1,72,042	1st half	XVII	
			1,69,003	...	1,69,003	2nd half		
...	...	...	3,41,045	...	3,41,045	Total		
3,279,959	54,494	11,189	3,91,154	...	3,91,154	1st half	XVIII	
1,595,058	21,341	9,966	3,76,909	...	3,76,909	2nd half		
4,875,017	78,835	21,155	7,68,063	...	7,68,063	Total		
30,125,711	5,00,129	1,12,141	1,43,13,591	...	1,43,13,591	1st half	XXIV	
22,273,980	3,77,488	88,227	92,93,497	...	92,93,497	2nd half		
52,399,691	8,77,617	2,00,368	2,36,07,088	...	2,36,07,088	Total		
22,670,843	4,27,172	1,72,119	79,05,252	...	79,05,252	1st half	XXV	
11,905,737	2,20,852	2,23,955	40,13,319	...	40,13,319	2nd half		
34,576,580	6,48,024	3,96,074	1,19,18,571	...	1,19,18,571	Total		
8,458,463	1,90,716	44,084	32,38,163	...	32,38,163	1st half	XXVI	
9,573,967	2,11,514	15,729	30,43,481	...	30,43,481	2nd half		
18,032,430	4,02,230	59,813	62,81,644	...	62,81,644	Total		
...	...	...	5,114	...	5,114	1st half	XXXIII	
...	...	...	...	...	...	2nd half		
...	...	...	5,114	...	5,114	Total		
23,874,120	5,40,325	8,462	13,25,453	67,181	12,58,272	1st half	XXXVI	
19,918,276	4,99,122	5,328	10,95,017	85,645	10,09,372	2nd half		
43,792,396	10,39,447	13,790	24,20,470	1,52,826	22,67,644	Total		
3,300	62	293	13,449	...	13,449	1st half	XXXVII	
5,039	104	279	8,137	...	8,137	2nd half		
8,939	166	572	21,586	...	21,586	Total		
449,343,217	78,35,843	9,51,269	7,21,12,642	74,018	7,27,40,663	1st half		
414,950,976	71,49,626	6,95,031	5,59,06,522	95,323	5,53,04,400	2nd half		
864,294,193	1,49,85,469	16,46,300	12,71,19,164	1,70,241	12,80,45,063	Total		

APPENDIX

STATISTICS OF INDIAN

DETAIL OF

Half-years ended the 30th June and the 31st December 1895. [From Abstract 1 of

Serial Number.	Railway.	1895.	General Merchandise.		Military Stores.		Railway Materials for Construction and Revenue Stores.	
			Ton-miles.	Earnings.	Ton-miles.	Earnings.	Ton-miles.	Earnings.
				£		£		£
	STANDARD GAUGE—*concld.*							
	Brought forward STANDARD GAUGE.	1st half	1,655,605,135	5,99,93,101	12,821,743	935,638	152,751,213	22,24,749
		2nd half	1,146,127,137	4,44,68,964	6,840,325	6,11,606	130,101,007	19,12,292
		Total .	2,801,732,272	10,44,62,065	19,662,068	15,47,244	282,852,220	41,37,041
XXXVIII	Kolar Gold-fields . .	1st half	127,334	13,813	...	...	7,779	204
		2nd half	187,499	21,170	...	...	42,373	1,089
		Total .	314,833	34,983	...	...	50,152	1,293
XL	Rájpura-Bhatinda . .	1st half	15,357,600	3,72,311	74,635	9,933	134,698	1,693
		2nd half	7,710,214	3,07,369	68,253	8,398	197,951	3,067
		Total .	23,267,814	8,79,680	142,888	18,331	332,649	4,760
	TOTAL STANDARD GAUGE	1st half	1,671,290,069	6,05,79,225	12,896,378	945,571	152,893,690	22,26,646
		2nd half	1,154,024,850	4,47,97,503	6,908,578	6,20,004	130,341,331	19,16,448
		Total .	2,825,314,919	10,53,76,728	19,804,956	15,65,575	283,235,021	41,43,094
XLIII	METRE GAUGE. Bengal and North-Western— Tirhoot section . . Company's section . .	1st half	43,166,766	15,06,369	...	...	2,882,591	48,499
		2nd half	25,990,034	9,21,528	...	...	6,450,366	91,421
		Total .	69,156,800	24,27,897	...	...	9,332,957	1,39,920
XLIV	Rohilkund and Kumaon (Lucknow-Bareilly section).	1st half	7,698,654	2,79,108	4,023	352	1,021,220	13,030
		2nd half	5,463,026	1,65,440	4,817	368	1,133,985	14,469
		Total .	13,161,680	4,44,548	8,840	720	2,155,205	27,499
XLV	Rajputana-Malwa . .	1st half	290,131,071	99,46,583	530,515	55,232	5,052,585	1,22,199
		2nd half	140,810,428	55,58,623	409,380	42,760	6,882,351	1,42,083
		Total .	430,941,499	1,55,05,206	939,895	97,992	12,834,936	2,64,282
XLVI	Pálanpur-Deesa . .	1st half	228,639	11,189	1,143	117	7,710	134
		2nd half	66,582	4,258	816	91	1,094	20
		Total .	295,221	15,447	1,959	208	8,804	154
XLVII	Southern Mahratta . .	1st half	54,930,819	24,33,363	99,852	11,073	6,598,788	76,545
		2nd half	46,529,051	20,05,983	66,957	7,459	5,140,485	62,052
		Total .	101,468,870	44,39,346	166,809	18,532	11,730,273	1,39,597
XLVIII	Guntakal-Mysore frontier	1st half	Included with the Southern Mahratta railway					
		2nd half						
		Total .					...	...
XLIX	Southern Mahratta (Mysore section).	1st half						
		2nd half						
		Total .						
L	South Indian . .	1st half	40,795,665	19,42,083	11,147	1,239	3,746,510	51,945
		2nd half	42,921,440	19,83,352	10,417	1,010	4,685,670	61,386
		Total .	83,717,105	39,25,435	21,564	2,249	8,433,180	1,13,331
LI	Mayavaram-Mutupet . .	1st half	606,631	25,981	112	16	640,256	8,197
		2nd half	533,068	24,592	17	2	456,270	5,914
		Total .	1,139,699	50,573	129	18	1,106,526	14,111
LII	Assam-Bengal . .	1st half	Opened for goods traffic on the 1st July 1895		...	...	...	...
		2nd half	351,035	16,575	...	...	13,584,411	96,145
		Total .	351,035	16,575	...	...	13,584,411	96,145
LIV	Burma (state) . .	1st half	43,108,017	17,23,819	162,157	12,865	5,111,990	59,713
		2nd half	24,622,086	10,75,002	136,131	11,319	6,417,506	72,143
		Total .	67,730,103	27,98,821	298,288	24,184	11,529,296	1,31,856
LVII	Deoghur . . .	1st half	Details not furnished		...	...	...	...
		2nd half						
		Total .						
LVIII	Rohilkund and Kumaon (Company's section) .	1st half	988,557	49,434	21,756	2,564	101,376	1,294
		2nd half	674,524	44,046	4,483	471	141,780	1,809
		Total .	1,663,081	93,480	26,239	3,035	243,156	3,103
LIX	Bengal Doears . .	1st half	184,051	52,576	...	...	57,088	729
		2nd half	410,769	1,17,053	...	...	62,146	793
		Total .	594,820	1,69,629	...	...	119,234	1,522
	TOTAL METRE GAUGE carried over	1st half	481,847,870	1,70,70,505	830,705	83,458	26,121,114	3,73,385
		2nd half	288,372,043	1,19,16,452	633,018	63,480	44,065,864	5,49,135
		Total(*a*)	770,219,913	2,89,86,957	1,463 723	1,46,938	71,086,978	9,21,520

A—*continued.*

RAILWAYS—(PART I)—*continued.*

GOODS TRAFFIC—*continued.*

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1895.

Coal.		Miscellaneous.	Total.	Deductions.	Net total.	1895.	Serial Number.	Remarks.
Ton-miles.	Earnings.							
	£	£	£	£	£			
449,343,217	78,35,843	9,51,269	7,21,12,642	74,918	7,27,40,663	1st half		
414,950,976	71,49,620	6,95,031	5,59,06,522	95,323	5,53,01,400	2nd half		
864,294,193	1,49,85,469	16,46,300	12,71,19,164	1,70,241	12,80,45,063	Total.		
362,091	38,297	187	52,501	...	52,501	1st half	XXXVIII	
396,362	39,969	231	62,459	...	62,459	2nd half		
758,453	78,266	418	1,14,960	...	1,14,960	Total.		
157,464	2,164	1,631	5,87,732	...	5,87,732	1st half	XL	
70,174	963	1,208	3,21,005	...	3,21,005	2nd half		
227,638	3,127	2,839	9,08,737	...	9,08,737	Total.		
449,862,772	78,76,304	9,53,087	7,27,52,875	74,918	7,33,80,896	1st half		
415,417,512	71,90,558	6,96,470	5,63,89,986	95,323	5,63,87,864	2nd half		
865,280,284	1,50,66,862	16,49,557	12,81,42,861	1,70,241	12,90,68,760	Total.		
3,270,971	61,444	12,182	16,28,494	...	16,28,494	1st half	XLIII	
1,240,541	22,593	5,979	10,41,521	...	10,41,521	2nd half		
4,511,512	84,037	18,161	26,70,015	...	26,70,015	Total.		
23,011	311	4,949	2,97,750	...	2,97,750	1st half	XLIV	
11,701	155	— 3,629	1,76,803	...	1,76,803	2nd half		
34,712	466	1,320	4,74,553	...	4,74,553	Total.		
15,951,581	2,99,614	38,302	1,04,61,930	6,35,981	98,25,949	1st half	XLV	
9,546,505	1,77,102	62,051	50,82,619	3,08,099	50,74,520	2nd half		
25,498,146	4,76,716	1,00,353	1,64,44,549	9,44,080	1,55,00,469	Total.		
278	5	210	11,655	...	11,655	1st half	XLVI	
...	...	110	4,479	...	4,479	2nd half		
278	5	320	16,134	...	16,134	Total.		
8,959,811	1,44,130	17,439	26,82,650	5,70,019	21,12,631	1st half	XLVII	
15,651,999	2,28,209	12,403	23,17,066	6,14,102	17,02,964	2nd half		
24,611,810	3,72,339	29,902	49,99,716	11,84,121	38,15,595	Total.		
					1,18,454	1st half	XLVIII	
					1,19,008	2nd half		
					2,38,062	Total.		
					3,92,707	1st half	XLIX	
					4,32,132	2nd half		
					8,24,839	Total.		
2,948,796	41,984	7,551	20,44,802	...	20,44,802	1st half	L	
4,489,600	66,642	7,818	21,14,208	...	21,14,208	2nd half		
7,438,396	1,02,626	15,369	41,59,010	...	41,59,010	Total.		
...	...	152	34,346	...	34,346	1st half	LI	
65,932	860	166	31,534	...	31,534	2nd half		
65,932	860	318	65,880	...	65,880	Total.		
...	...	...	...	...	...	1st half	LII	
156,627	2,713	73	1,15,596	...	1,15,596	2nd half		
156,627	2,713	73	1,15,596	...	1,15,596	Total.		
2,147,702	33,034	63,498	18,82,579	1,355	18,82,574	1st half	LIV	
1,632,086	23,608	29,616	12,11,688	332	12,11,356	2nd half		
3,779,788	56,642	93,114	30,95,617	1,687	30,93,930	Total.		
...	...	...	3,868	...	3,868	1st half	LVII	
						2nd half		
			3,868	...	3,868	Total.		
49	1	3,448	50,738	...	50,738	1st half	LVIII	
2,040	30	— 2,733	43,563	...	43,563	2nd half		
2,089	31	654	1,00,301	...	1,00,301	Total.		
16,805	3,984	2,463	59,752	...	59,752	1st half	LIX	
28,848	4,619	— 1,299	1,21,175	...	1,21,175	2nd half		
61,623	8,604	1,173	1,80,927	...	1,80,927	Total.		
33,319,004	5,84,507	50,191	1,91,52,046	12,07,355	1,84,65,852	1st half		
32,841,929	5,20,531	10,564	1,31,00,162	9,22,533	1,27,89,309	2nd half		
66,160,933	11,05,038	2,60,755	3,23,26,076	21,29,888	3,12,59,089	Total.(a)		(a) Including the Deeglur railway, for which yearly figures are shown.

APPENDIX

STATISTICS OF INDIAN

DETAIL OF

Half-years ended the 30th June and the 31st December 1895. [From Abstract I of

Serial Number.	Railway.	1895.	General Merchandise.		Military Stores.		Railway Materials for Construction and Revenue Stores.	
			Ton-miles.	Earnings.	Ton-miles.	Earnings.	Ton-miles.	Earnings.
				£		£		£
	METRE GAUGE—*concld.*							
	Brought forward METRE GAUGE.	1st half	481,847,870	1,79,70,505	830,705	83,458	26,121,114	3,73,385
		2nd half	288,372,043	1,19,16,452	6,33,018	63,480	44,965,864	5,49,135
		Total (*a*)	770,219,913	2,98,86,957	1,463,723	1,46,938	71,086,978	9,22,520
LX	Dibra-Sadiya .	1st half	740,258	1,25,148	...	...	54,636	816
		2nd half	685,372	1,26,132	...	...	45,805	688
		Total .	1,425,630	2,51,280	...	...	100,441	1,504
LXIII	The Gaekwar's Mehsána .	1st half	2,414,108	1,08,354	70	6	152,807	2,595
		2nd half	920,079	45,251	90	10	58,571	1,110
		Total .	3,334,187	1,53,605	160	16	211,378	3,705
LXIV	Kolhápur . . .	1st half						
		2nd half						
		Total .						
LXV	Yesvantpur-Mysore frontier.	1st half	Included with the Southern Mahratta railway					
		2nd half					...	...
		Total .						
LXVI	Mysore-Nanjangúd .	1st half						
		2nd half						
		Total .						
LXVII	Jodhpore-Bikaneer—							
	Jodhpore section .	1st half	3,727,321	2,50,391	1,965	322	37,100	691
		2nd half	3,157,692	1,93,088	...	...	50,097	1,093
		Total .	6,885,013	4,43,479	1,965	322	87,197	1,784
	Bikaneer section .	1st half	286,244	19,423	283	45	452	8
		2nd half	255,829	17,784	...	...	808	14
		Total .	542,073	37,207	283	45	1,260	22
LXVIII	Oodeypore-Chitor .	1st half	Opened for goods traffic on the 1st August 1895				...	...
		2nd half	157,111	10,230	...	...	65,140	1,187
		Total .	157,111	10,230	...	...	65,140	1,187
LXIX	Bhávnagar-Gondal-Junágarh-Porbandar .	1st half	9,955,349	6,62,924	174	11	1,264,784	12,311
		2nd half	3,646,134	2,32,408	1,329	216	665,513	6,349
		Total .	13,601,483	8,95,332	1,503	227	1,930,297	18,660
LXX	Jetalsar-Rájkot . .	1st half	457,522	27,571	50	14	2,259	66
		2nd half	247,970	16,337	40	8	8,495	210
		Total .	705,492	43,908	90	22	10,750	276
	TOTAL METRE GAUGE .	1st half	499,428,672	1,91,64,316	833,247	83,856	27,633,152	3,89,872
		2nd half	297,442,230	1,25,57,682	634,477	63,714	45,860,293	5,59,786
		Total (*a*)	796,870,902	3,17,21,998	1,467,724	1,47,570	73,493,445	9,49,658
	SPECIAL GAUGES.							
	Cherra-Companyganj (2′ 6″).	1st half	...	...	...	...	...	...
		2nd half	...	...	...	...	...	...
		Total .	...	...	...	...	...	...
LXXVII	Jorhát (2′ 0″) . .	1st half	...	...	...	...	...	...
		2nd half	...	...	...	...	...	...
		Total .	...	...	...	...	...	...
LXXVIII	Darjeeling-Himalayan (2′ 0″).	1st half	610,431	2,16,558	2,443	1,452	10,231	2,182
		2nd half	545,423	2,09,981	2,156	1,472	9,753	2,312
		Total .	1,155,854	4,26,539	4,599	2,924	19,984	4,494
LXXX	The Gaekwar's Dabhoi (2′ 6″).	1st half	824,236	65,812	...	...	74,645	1,103
		2nd half	341,011	26,215	...	...	8,331	138
		Total .	1,165,247	92,027	...	...	82,976	1,241
LXXXII	Cooch Behar (2′ 6″) .	1st half	53,500	9,462	...	...	3,585	46
		2nd half	61,419	9,544	...	...	45,453	580
		Total .	114,919	19,006	...	...	49,038	626
LXXXIII	Morvi (2′ 6″) . .	1st half	905,182	81,342	1,644	261	5,912	229
		2nd half	451,185	37,019	660	94	7,038	252
		Total .	1,356,367	1,18,361	2,304	355	12,950	481
	TOTAL SPECIAL GAUGES .	1st half	2,393,349	3,73,174	4,087	1,713	94,373	3,560
		2nd half	1,399,038	2,82,759	2,816	1,566	70,575	3,282
		Total .	3,792,387	6,55,933	6,903	3,279	164,948	6,842
	TOTAL OF ALL GAUGES FOR THE YEAR.	...	3,625,979,208	13,77,54,659	21,279,583	17,16,424	356,893,414	50,09,594

A—*continued.*

RAILWAYS—(PART I)—*continued.*

GOODS TRAFFIC—*concluded.*

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1895.

Coal.		Miscellaneous.	Total.	Deductions.	Net total.	1895.	Serial Number.	Remarks.
Ton-miles.	Earnings.							
£	£	£	£	£	£			
33,319,004	5,84,597	1,50,191	1,91,62,036	12,07,355	1,84,65,852	1st half		
32,841,929	5,20,831	1,10,564	1,31,60,162	9,22,533	1,27,89,369	2nd half		
66,160,933	11,05,038	2,60,755	3,23,26,076	21,29,888	3,12,59,089	Total (a)		(a) Including the Decgurh railway, for which yearly figures are shown.
5,109,805	1,00,142	363	2,26,469	...	2,26,469	1st half	LX	
4,889,697	96,319	327	2,23,466	...	2,23,466	2nd half		
9,999,502	1,96,461	690	4,49,935	...	4,49,935	Total		
...	...	629	1,11,584	...	1,11,584	1st half	LXIII	
296	15	459	46,845	...	46,845	2nd half		
296	15	1,088	1,58,429	...	1,58,429	Total		
...	...	...	...	...	14,164	1st half	LXIV	
					10,492	2nd half		
					24,656	Total		
					42,733	1st half	LXV	
					49,965	2nd half		
					92,698	Total		
					1,961	1st half	LXVI	
					1,904	2nd half		
					3,865	Total		
242,959	4,484	2,016	2,57,934	...	2,57,934	1st half	LXVII	
94,644	1,781	786	1,96,748	...	1,96,748	2nd half		
337,603	6,265	2,832	4,54,682	...	4,54,682	Total		
29,362	727	272	20,475	...	20,475	1st half		
9,052	175	233	18,206	...	18,206	2nd half		
38,414	902	505	38,681	...	38,681	Total		
...	...	...	...	...	...	1st half	LXVIII	
93	2	466	11,885	...	11,885	2nd half		
93	2	466	11,885	...	11,885	Total		
285,382	10,743	1,137	6,87,126	...	6,87,126	1st half	LXIX	
439,877	11,430	738	2,51,141	...	2,51,141	2nd half		
725,259	22,173	1,875	9,38,267	...	9,38,267	Total		
261	18	109	27,778	...	27,778	1st half	LXX	
711	46	93	16,694	...	16,694	2nd half		
972	64	202	44,472	...	44,472	Total		
38,986,773	7,00,621	1,54,747	2,04,93,412	12,07,355	1,92,86,076	1st half		
38,270,299	6,30,299	1,13,066	1,39,25,147	9,22,533	1,30,16,715	2nd half		
77,263,072	13,30,920	2,68,413	3,44,22,427	21,29,888	3,23,76,659	Total (a)		
...	...	...	10,908	...	10,908	1st half		
...	...	...	10,608	...	10,608	2nd half		
...	...	...	21,516	...	21,516	Total		
...	...	...	32,023	...	32,023	1st half	LXXVII	
...	...	...	41,303	...	41,303	2nd half		
...	...	...	73,326	...	73,326	Total		
84,118	14,526	561	2,35,279	...	2,35,279	1st half	LXXVIII	
54,856	7,639	536	2,21,940	...	2,21,940	2nd half		
138,974	22,165	1,097	4,57,219	...	4,57,219	Total		
6,922	233	169	67,317	...	67,317	1st half	LXXX	
7,018	266	128	26,747	...	26,747	2nd half		
13,940	499	297	94,064	...	94,064	Total		
554	29	226	9,763	...	9,763	1st half	LXXXII	
565	10	233	10,367	...	10,367	2nd half		
1,119	39	459	20,130	...	20,130	Total		
53,742	3,256	449	85,537	...	85,537	1st half	LXXXIII	
31,580	1,945	239	39,540	...	39,540	2nd half		
85,322	5,201	679	1,25,077	...	1,25,077	Total		
1,45,336	18,644	1,405	4,40,827	...	4,40,827	1st half		
94,019	9,860	1,127	3,50,505	...	3,50,505	2nd half		
2,39,355	27,904	2,532	7,91,332	...	7,91,332	Total		
942,782,711	1,64,25,686	19,20,502	16,33,56,620	23,00,129	16,33,36,751	...		

APPENDIX
STATISTICS OF INDIAN
SUMMARY OF

Half-years ended the 30th June and the 31st December 1895. [From No. VIII of

Serial Number.	Railway.	1895.	Maintenance of way, works and stations.	Locomotive expenses.	Carriage and wagon expenses.	Traffic expenses.
			£	£	£	£
	STANDARD GAUGE.					
I	East Indian	1st half	25,13,945	24,88,350	8,19,075	16,03,583
		2nd half	23,14,703	23,63,676	7,04,704	15,95,377
		Total	48,28,648	48,52,026	15,24,679	31,99,060
II	Bengal-Nágpur	1st half	4,30,189	4,76,235	1,47,458	2,88,725
		2nd half	4,38,778	3,98,219	1,11,469	2,47,630
		Total	8,68,967	8,74,454	2,58,927	5,36,355
III	Indian Midland	1st half	3,93,177	5,03,609	1,30,682	2,49,477
		2nd half	2,91,931	4,61,714	1,23,889	2,33,848
		Total	6,85,108	9,65,323	2,54,571	4,83,325
V	Godhra-Ratlam-Nagda (open section)	1st half	49,095	1,72,742	17,905	44,285
		2nd half	66,203	1,63,015	20,927	37,604
		Total	1,15,298	3,35,757	38,832	81,889
VI	Wardha Coal	1st half	Included with the Great Indian Peninsula railway			...
		2nd half				
		Total				
VII	Dhond-Manmád	1st half				
		2nd half				
		Total				
VIII	East Coast (state) (Bezwada extension)	1st half	12,142	9,591	2,674	5,211
		2nd half	14,931	15,322	5,544	7,918
		Total	27,073	24,913	8,218	13,159
XII	North Western (state)	1st half	30,73,785	37,53,743	7,10,399	13,24,444
		2nd half	26,45,279	34,08,774	8,56,291	13,37,844
		Total	57,19,064	71,62,517	15,66,690	26,62,288
XIII	Hyderabad-Shadipalli	1st half	21,412	20,760	6,495	8,318
		2nd half	23,845	16,723	5,233	6,701
		Total	45,257	37,483	11,728	15,019
XIV	Oudh and Rohilkhand (state)	1st half	8,77,844	7,65,269	3,54,891	4,10,137
		2nd half	8,06,085	5,67,326	2,99,605	3,91,621
		Total	16,83,929	13,32,595	6,54,496	8,01,758
XV	Eastern Bengal (state)	1st half	3,45,677	3,73,463	2,07,896	3,80,897
		2nd half	2,61,048	3,62,723	1,02,045	4,27,613
		Total	6,06,725	7,36,186	3,09,341	8,08,510
XVI	Bengal Central	1st half	47,902	53,889	25,422	55,604
		2nd half	59,042	76,150	20,030	73,354
		Total	1,06,944	1,29,039	45,452	1,28,958
XVII	Calcutta Port Commissioners'	1st half	10,916	18,148	8,678	59,420
		2nd half	10,518	11,926	4,159	56,537
		Total	21,434	30,074	12,837	1,15,957
XVIII	East Coast (state)	1st half	1,03,352	3,36,285	33,351	1,39,729
		2nd half	2,53,398	2,69,009	36,246	1,13,065
		Total	3,56,750	6,05,294	69,597	2,43,794
XXIV	Great Indian Peninsula	1st half	21,10,614	39,25,348	8,19,520	15,42,066
		2nd half	24,47,501	35,30,869	7,89,442	13,95,354
		Total	45,58,115	74,56,218	16,08,962	29,37,420
	TOTAL STANDARD GAUGE carried over	1st half	99,90,050	1,29,02,432	32,84,746	61,03,026
		2nd half	96,33,262	1,16,39,447	30,79,584	59,24,466
		Total	1,96,23,312	2,45,41,879	63,64,330	1,20,27,492

A—*continued.*

RAILWAYS—(PART I)—*continued.*

EXPENSES.

(Revenue Accounts.) Half-years ended the 30th June and the 31st December 1895.

General charges.	Steam-boat service.	Special and miscellaneous expenses.	Total.	1895.	Serial Number.	Remarks.
£	£	£	£			
(a)2,20,687	54,539	5,62,769	8,63,948	1st half	I	(a) Including R2,263 on account of special credit afforded to the Tirkoseur railway in respect of amount overcharged by the Government telegraph Department for rent, etc., of telegraph lines.
9,14,018	64,944	3,27,836	82,85,254	2nd half		
18,34,705	1,19,479	8,90,605	1,72,49,202	Total		
3,25,823	...	85,759	17,54,189	1st half	II	
3,34,393	...	48,619	15,79,108	2nd half		
6,60,216	...	1,34,378	33,33,297	Total		
2,51,850	...	1,61,801	16,93,506	1st half	III	
2,59,114	...	1,12,700	14,83,196	2nd half		
5,10,964	...	2,77,501	31,76,702	Total		
26,668	...	959	3,11,654	1st half	V	
27,874	...	1,183	3,16,806	2nd half		
54,542	...	2,142	6,28,460	Total		
(*b*)743	...	...	(*b*) 743	1st half	VI	(*b*) Expenditure incurred direct by the State.
(*b*)743	...	...	(*b*) 743	2nd half		
(*b*)1,486	...	...	(*b*) 1,486	Total		
(*b*)6,491	...	...	(*b*) 6,491	1st half	VII	
(*b*)6,482	...	...	(*b*) 6,482	2nd half		
(*b*)12,973	...	...	(*b*)12,973	Total		
6,457	...	4,549	40,654	1st half	VIII	
9,994	...	6,285	59,994	2nd half		
16,451		10,834	1,00,648	Total		
6,02,189	42,888	2,10,599	(*c*) 97,27,317	1st half	XII	(*c*) Including R9,270 in the first-half and R8,868 in the second-half of 1895, being the amount paid to the State as rent of leased line not shown in any of the preceding columns.
5,92,118	33,070	1,61,698	(*c*) 90,44,067	2nd half		
11,94,307	75,958	3,72,297	(*c*)1,87,71,384	Total		
5,522	...	1,421	63,928	1st half	XIII	
3,957	...	1,144	57,603	2nd half		
9,479	...	2,565	1,21,531	Total		
2,21,421	...	74,945	27,04,597	1st half	XIV	
1,97,321	...	72,488	23,34,426	2nd half		
4,18,742	...	1,47,413	50,39,023	Total		
1,50,868	1,49,416	50,314	16,57,931	1st half	XV	
1,41,778	33,976	1,04,020	14,33,203	2nd half		
2,92,646	1,83,392	1,54,334	30,91,134	Total		
56,945	...	6,992	2,51,754	1st half	XVI	
60,037	...	14,215	2,96,828	2nd half		
1,16,982	...	21,207	5,48,582	Total		
10,108	...	4,009	1,11,279	1st half	XVII	
11,626	...	4,376	99,142	2nd half		
21,734	...	8,385	2,10,421	Total		
80,715	66,713	16,503	7,67,648	1st half	XVIII	
82,444	44,506	8,750	8,07,418	2nd half		
1,63,159	1,11,219	25,253	15,75,066	Total		
7,01,049	...	2,79,440	(*d*) 97,06,943	1st half	XXIV	(*d*) Including R2,28,906, in the first-half and R2,33,315, in the second-half of 1895, being the amount paid to the State as rent of leased lines not shown in any of the preceding columns.
6,68,787	...	1,79,978	(*d*) 92,47,247	2nd half		
13,69,836	...	4,59,418	(*d*) 1,89,54,190	Total		
3,567,526	[redacted]3,556	14,63,660	3,77,62,582	1st half		
33,10,686	1,76,192	10,43,272	3,50,51,517	2nd half		
66,78,222	4,90,048	25,06,332	7,28,14,099	Total		

APPENDIX
STATISTICS OF INDIAN
SUMMARY OF

Half-years ended the 30th June and the 31st December 1895. [From No. VIII of

Serial Number.	Railway.	1895.	Maintenance of way, works and stations.	Locomotive expenses.	Carriage and wagon expenses.	Traffic expenses.
			R	*R*	*R*	*R*
	STANDARD GAUGE—*concld.*					
	Brought forward STANDARD GAUGE	1st half	99,90,050	1,29,02,432	32,84,746	61,03,026
		2nd half	96,33,262	1,16,39,447	30,79,584	59,24,466
		Total	1,96,23,312	2,45,41,879	63,64,330	1,20,27,492
XXV	Bombay, Baroda and Central India	1st half	8,28,132	14,54,165	2,73,091	4,88,827
		2nd half	6,68,350	12,19,886	3,07,746	4,92,428
		Total	14,96,482	26,74,051	5,80,837	9,81,255
XXVI	Madras	1st half	5,99,458	10,22,264	3,01,883	4,22,115
		2nd half	5,83,100	10,29,076	2,91,121	4,09,761
		Total	11,82,558	20,51,340	5,93,004	8,31,876
XXVIII	Tarkessur	1st half 2nd half	Included with the East Indian railway.			
		Total				
XXXII	Amráoti	1st half 2nd half	Included with the Great Indian Peninsula railway.			
		Total				
XXXIII	Bina-Goona	1st half	(*a*)	1,021	265	506
		2nd half	Included with the Indian Midland railway.			...
		Total	...	1,021	265	506
XXXVI	The Nizam's Guaranteed State	1st half	2,76,884	2,18,845	60,915	1,19,640
		2nd half	2,19,154	2,24,947	81,448	1,16,314
		Total	4,96,038	4,43,792	1,42,363	2,35,954
XXXVII	The Gaekwar's Petlád	1st half	3,219	5,652	1,061	1,900
		2nd half	2,596	5,769	1,455	2,328
		Total	5,815	11,421	2,516	4,228
XXXVIII	Kolar Gold-fields	1st half	7,847	13,386	3,953	5,524
		2nd half	9,637	16,994	4,810	6,767
		Total	17,484	30,380	8,763	12,291
XL	Rájpura-Bhátinda	1st half	1,20,152	1,59,716	49,964	63,992
		2nd half	76,793	1,02,080	31,933	40,900
		Total	1,96,945	2,61,796	81,897	1,04,892
	TOTAL STANDARD GAUGE	1st half	1,18,25,742	1,57,77,481	39,75,878	72,05,530
		2nd half	1,11,92,892	1,42,38,199	37,98,097	69,03,964
		Total	2,30,18,634	3,00,15,680	77,73,975	1,41,98,494
	METRE GAUGE.					
XLIII	Bengal and North-Western—Tirhoot section / Company's section	1st half	2,92,825	2,42,886	63,736	2,24,983
		2nd half	2,99,151	2,33,658	86,694	2,15,340
		Total	5,91,976	4,76,544	1,50,430	4,40
XLIV	Rohilkund and Kumaon (Lucknow-Bareilly section).	1st half	63,091	69,516	17,604	4
		2nd half	44,749	51,798	18,650	3
		Total	1,07,840	1,21,314	36,254	8
XLV	Rajputana-Malwa	1st half	8,42,991	22,81,800	4,63,008	7,8
		2nd half	7,91,631	17,15,600	4,97,794	7,1
		Total	16,34,622	39,97,400	9,60,802	15,0
XLVI	Pálanpur-Deesa	1st half	1,405	3,802	771	
		2nd half	1,247	2,703	784	
		Total	2,652	6,505	1,555	2
XLVII	Southern Mahratta	1st half	5,51,880	6,56,224	1,64,292	3,2
		2nd half	4,09,837	6,57,250	1,45	3,08,8
		Total	9,61,717	13,13,474	3,10,244	6,32,058
	TOTAL METRE GAUGE carried over	1st half	17,52,102	32,54,228	7,69,481	13,82,269
		2nd half	15,46,615	26,61,009	7,49,804	13,00,237
		Total	32,98,807	59,15,237	14,59,285	26,82,556

A—*continued.*

RAILWAYS—(PART I)—*continued.*

EXPENSES—*continued.*

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1895.

General charges.	Steam-boat service.	Special and miscellaneous expenses.	TOTAL.	1895.	Serial Number.	REMARKS.
£	£	£	£			
33,67,536	3,13,556	14,63,660	3,77,62,582	1st half		
33,10,686	1,76,492	10,43,272	3,50,51,517	2nd half		
66,78,222	4,90,048	25,06,332	7,28,14,099	Total		
2,78,321	...	1,12,792	34,35,328	1st half	XXV	
2,77,593	...	1,04,198	30,70,201	2nd half		
5,55,914	...	2,16,990	65,05,529	Total		
2,88,154	...	48,261	26,82,135	1st half	XXVI	
2,85,228	...	49,257	26,47,543	2nd half		
5,73,382	...	97,518	53,29,678	Total		
		(a)21,271	(a) 24,271	1st half	XXVIII	(a) Represents contribution to Provident Fund and 4th share of net earnings paid to the East Indian railway.
		(a)17,511	(a) 17,511	2nd half		
		(a)41,782	(a) 41,782	Total		
(b) 442	...	...	(b) 442	1st half	XXXII	(b) Expenditure incurred direct by the State.
(b) 443	...	...	(b) 443	2nd half		
(b) 885	...	...	(b) 885	Total		
511	...	334	2,637	1st half	XXXIII	(c) Charged to capital.
(b) 1,173	...	(b) 2,023	(b) 3,196	2nd half		
1,684	...	2,357	5,833	Total		
1,47,454	...	11,662	8,35,400	1st half	XXXVI	
1,46,819	...	14,310	8,02,992	2nd half		
2,94,273	...	25,972	16,38,392	Total		
1,082	...	438	13,352	1st half	XXXVII	
1,312	...	493	13,053	2nd half		
2,394	...	931	27,305	Total		
3,769	...	4,116	38,595	1st half	XXXVIII	
4,792	...	4,979	47,979	2nd half		
8,561	...	9,095	86,574	Total		
37,793	...	10,931	4,42,548	1st half	XL	
24,156	...	6,986	2,82,848	2nd half		
61,949	...	17,917	7,25,396	Total		
41,25,062	3,13,556	16,75,865	4,52,37,290	1st half		
40,52,202	1,76,492	12,43,029	4,19,38,183	2nd half		
81,77,264	4,90,048	29,18,894	8,71,75,473	Total		
2,11,459	1,18,731	52,114	12,06,725	1st half	XLIII	
2,07,688	91,026	62,564	11,96,130	2nd half		
4,19,138	2,09,757	1,14,678	24,02,855	Total		
54,662	...	31,883	2,86,553	1st half	XLIV	
48,052	...	26,789	2,24,690	2nd half		
1,02,714	...	58,672	5,11,243	Total		
5,77,084	...	84,552	50,32,407	1st half	XLV	
5,95,346	...	72,267	44,12,912	2nd half		
11,72,430	...	1,56,819	94,45,319	Total		
962	...	141	8,386	1st half	XLVI	
937	...	114	6,951	2nd half		
1,899	...	255	15,337	Total		
3,05,679	...	29,295	20,30,643	1st half	XLVII	
2,94,446	...	10,997	18,27,258	2nd half		
6,00,125	...	40,292	38,57,901	Total		
11,49,828	1,18,731	1,97,985	85,64,714	1st half		
11,46,467	91,026	1,72,731	76,67,941	2nd half		
22,96,297	2,09,757	3,70,716	1,62,32,655	Total		

APPENDIX

STATISTICS OF INDIAN

SUMMARY OF

Half-years ended the 30th June and the 31st December 1895. [From No. VIII of

Serial Number.	RAILWAY.	1895.	Maintenance of way, works and stations.	Locomotive expenses.	Carriage and wagon expenses.	Traffic expenses.
			£	£	£	£
	METRE GAUGE—*contd.*					
	Brought forward METRE GAUGE	1st half	17,52,192	32,54,228	7,09,481	13,82,269
		2nd half	15,46,615	26,61,009	7,49,804	13,00,287
		Total .	32,98,807	59,15,237	14,59,285	26,82,556
XLVIII	Guntakal-Mysore frontier . . .	1st half	35,323	41,963	10,594	20,647
		2nd half	29,467	47,255	10,489	22,205
		Total .	64,790	89,218	20,933	42,852
XLIX	Southern Mahratta (Mysore section) .	1st half	1,18,886	1,42,669	35,600	70,294
		2nd half	1,10,854	1,78,729	39,609	83,986
		Total .	2,29,740	3,21,398	75,209	1,54,280
L	South Indian	1st half	5,12,591	8,85,166	2,99,288	3,59,211
		2nd half	6,07,377	9,77,192	2,97,229	3,68,938
		Total .	11,19,968	18,62,358	5,96,517	7,28,149
LI	Máyavaram-Mutupet	1st half	13,605	23,496	7,947	9,538
		2nd half	16,915	27,216	8,280	10,277
		Total	30,520	50,712	16,227	19,815
LII	Assam-Bengal (a)	1st half	...	...	...	...
		2nd half	48,394	64,120	10,916	46,185
		Total .	48,394	64,120	10,916	46,185
LIII	Eastern Bengal (state)—					
	Northern and Behar sections (including the Kaunia-Dhirilla, 2' 6" gauge branch).	1st half	2,88,274	2,41,991	68,410	2,00,150
		2nd half	2,31,656	2,44,932	71,958	2,07,026
		Total .	5,19,930	4,86,923	1,40,368	4,07 176
	Dacca section	1st half	44,141	32,129	11,407	20,439
		2nd half	44,817	35,491	9,632	37,880
		Total .	88,958	67,620	21,039	67,310
LIV	Burma (state)	1st half	5,19,377	6,53,021	1,51,899	3,57,496
		2nd half	5,78,910	6,48,056	1,95,435	3,53,026
		Total .	10,98,287	13,01,077	3,47,334	7,10,522
LVII	Deoghur	1st half	4,235	5,025	1,221	4,975
		2nd half				
		Total .	4,235	5,025	1,221	4,975
LVIII	Rohilkund and Kumaon (Company's section).	1st half	26,325	29,006	7,345	20,778
		2nd half	26,282	30421	10,954	20,352
		Total .	52,607	59,427	18,299	41,130
LIX	Bengal Dooars	1st half	6,315	8,906	1,794	7,682
		2nd half	13,817	9,440	2,518	12,897
		Total .	20,132	18,346	4,312	20,579
LX	Dibru-Sadiya	1st half	53,000	35,877	20,467	19,248
		2nd half	49,593	34,254	18,746	21,966
		Total .	1,02,593	70,131	39,213	41,214
LXIII	The Gaekwar's Mehsána . . .	1st half	12,417	33,609	6,820	11,533
		2nd half	11,102	24,057	6,980	10,380
		Total .	23,519	57,666	13,800	21,913
LXIV	Kolhápur	1st half	10,136	12,562	3,082	6,085
		2nd half	7,370	12,119	2,686	5,695
		Total .	17,556	24,481	5,768	11,780
LXV	Yesvantpur-Mysore frontier . .	1st half	14,802	17,788	4,432	8,753
		2nd half	13,637	21,310	4,722	6,014
		Total .	28,439	39,098	9,154	18,767
	TOTAL METRE GAUGE carried over .	1st half	34,07,434	54,12,211	13,33,476	25,03,114
		2nd half	33,36,806	50,15,601	14,39,058	25,11,114
		Total (b)	67,48,475	1,04,32,837	27,79,655	50,19,203

A—*continued.*

RAILWAYS—(PART I)—*continued.*

EXPENSES—*continued.*

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1895.

General charges.	Steam-boat service.	Special and miscellaneous expenses.	TOTAL.	1895.	Serial Number.	REMARKS.
£	£	£	£			
11,49,828	1,18,731	1,97,985	85,64,714	1st half		
11,46,469	91,026	1,72,731	76,67,941	2nd half		
22,96,297	2,09,757	3,70,716	1,62,32,655	Total		
16,861	...	2,143	1,27,441	1st half	XLVIII	
18,173	...	2,641	1,39,230	2nd half		
35,034	...	4,784	2,57,671	Total		
69,243	...	5,654	4,42,346	1st half	XLIX	
80,576	...	6,439	5,00,193	2nd half		
1,49,819	...	12,093	9,42,539	Total		
2,98,434	...	27,437	23,82,127	1st half	L	
3,37,023	...	33,766	26,21,525	2nd half		
6,35,457	...	61,203	50,03,652	Total		
7,625	...	6,603	69,114	1st half	LI	
9,386	...	7,167	79,241	2nd half		
17,011	...	13,770	1,48,355	Total		
...	...	...	...	1st half	LII	
52,842	...	16	2,22,473	2nd half		
52,842	...	16	2,22,473	Total		(a) Opened for traffic on the 1st July 1895.
1,18,247	1,59,562	20,963	10,97,597	1st half	LIII	
1,08,090	1,83,165	22,702	10,69,529	2nd half		
2,26,337	3,42,727	43,665	21,67,126	Total		
11,384	...	3,793	1,32,284	1st half		
13,669	...	3,232	1,44,721	2nd half		
25,053	...	7,025	2,77,005	Total		
2,05,330	32,564	41,885	19,61,572	1st half	LIV	
2,07,235	29,472	35,000	20,47,134	2nd half		
4,12,565	62,036	76,885	40,08,706	Total		
2,649	...	199	18,304	1st half	LVII	
				2nd half		
2,649	...	199	18,304	Total		
22,808	...	13,304	1,19,566	1st half	LVIII	
28,222	...	15,734	1,31,965	2nd half		
51,030	...	29,038	2,51,531	Total		
15,243	9,913	1,237	51,090	1st half	LIX	
15,964	18,418	1,935	74,989	2nd half		
31,207	28,331	3,172	1,26,079	Total		
38,411	...	679	1,67,682	1st half	LX	
38,765	...	654	1,61,918	2nd half		
77,116	...	1,333	3,31,600	Total		
3,500	...	1,245	74,124	1st half	LXIII	
3,348	...	1,013	61,880	2nd half		
16,848	...	2,258	1,36,004	Total		
4,970	...	490	37,175	1st half	LXIV	
4,660	...	436	32,966	2nd half		
9,630	...	926	70,141	Total		
7,148	...	704	53,627	1st half	LXV	
8,195	...	768	58,646	2nd half		
15,343	...	1,472	1,12,273	Total		
19,74,332	3,20,770	3,24,122	1,52,80,459	1st half		
20,77,557	3,22,081	3,04,234	1,50,07,352	2nd half		
40,51,538	6,42,851	6,28,555	3,03,06,114	Total (*b*)		(b) Including the Deoghur railway, for which yearly figures are shown.

APPENDIX

STATISTICS OF INDIAN

SUMMARY OF

Half-years ended the 30th June and the 31st December 1895. [From No. VIII of

Serial Number.	Railway.	1895.	Maintenance of way, works and stations.	Locomotive expenses.	Carriage and wagon expenses.	Traffic expenses.
	METRE GAUGE—*concld.*		₹	₹	₹	₹
	Brought forward METRE GAUGE	1st half	34,07,434	54,12,211	13,38,476	25,03,114
		2nd half	33,36,806	50,15,601	14,39,958	25,11,114
		Total (*a*)	67,48,475	1,04,32,837	27,79,655	50,19,203
LXVI	Mysore-Nanjangúd	1st half	2,930	3,579	892	1,762
		2nd half	2,682	4,376	970	2,056
		Total	5,612	7,955	1,862	3,818
LXVII	Jodhpore-Bikaneer—					
	Jodhpore section	1st half	79,524	77,502	15,745	28,774
		2nd half	38,184	71,340	24,787	29,215
		Total	1,17,708	1,48,842	40,532	57,989
	Bikaneer section	1st half	5,228	7,974	1,614	3,077
		2nd half	4,626	7,734	3,542	3,464
		Total	9,854	15,708	5,156	6,541
LXVIII	Godeypore-Chitor (*b*)	1st half	...	...	...	...
		2nd half	12,515	9,794	2,842	4,226
		Total	12,515	9,794	2,842	4,226
LXIX	Bhávnagar-Gondal-Junágarh-Porbandar	1st half	2,15,748	1,51,113	25,694	1,11,786
		2nd half	1,81,736	1,27,424	25,473	81,393
		Total	3,97,484	2,78,537	51,167	1,93,179
LXX	Jetalsar-Rájkot	1st half	10,371	16,967	2,685	9,817
		2nd half	10,338	14,452	2,889	7,480
		Total	20,709	31,419	5,774	17,297
	TOTAL METRE GAUGE	1st half	37,21,255	56,69,346	13,85,306	26,58,330
		2nd half	35,86,867	52,50,721	15,00,461	26,38,948
		Total (*a*)	73,12,357	1,09,25,092	28,86,988	53,02,253
	SPECIAL GAUGES.					
	Cherra-Companyganj (2′ 6″)	1st half	1,747	3,575	1,648	2,635
		2nd half	1,675	3,463	1,376	2,053
		Total	3,422	7,038	3,024	5,288
LXXVII	Jorhát (2′ 0″)	1st half	6,809	9,545	2,243	7,312
		2nd half	8,520	9,516	2,194	9,509
		Total	15,329	19,061	4,437	16,821
LXXVIII	Darjeeling-Himalayan (2′ 0″)	1st half	35,893	69,408	20,263	25,384
		2nd half	34,513	54,400	22,465	25,257
		Total	70,406	1,23,808	42,728	50,641
LXXX	The Gaekwar's Dabhoi (2′ 6″)	1st half	22,961	24,553	7,051	9,933
		2nd half	17,688	17,427	13,012	11,706
		Total	40,649	41,980	20,963	21,639
LXXXII	Cooch Behar (2′ 6″)	1st half	6,546	2,486	531	4,556
		2nd half	9,472	2,312	533	4,222
		Total	16,018	4,798	1,084	8,778
LXXXIII	Morvi (2′ 6″)	1st half	19,063	27,981	3,617	19,284
		2nd half	19,445	26,908	3,363	19,606
		Total	38,508	54,889	6,980	38,890
	TOTAL SPECIAL GAUGES	1st half	93,019	1,37,548	36,273	69,104
		2nd half	91,313	1,14,026	42,943	72,953
		Total	1,84,332	2,51,574	79,216	1,42,057
	TOTAL OF ALL GAUGES FOR THE YEAR	...	3,05,15,323	4,11,92,346	1,07,40,179	1,96,42,804

A—continued.

RAILWAYS—(PART I)—*continued.*

EXPENSES—*concluded.*

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1895.

General charges.	Steam-boat service.	Special and miscellaneous expenses.	TOTAL.	1895.	Serial Number.	REMARKS.
R	*R*	*R*	*R*			
19,74,332	3,20,770	3,24,122	1,52,80,459	1st half		
20,77,557	3,22,081	3,04,234	1,50,07,351	2nd half		
40,51,538	6,42,851	6,28,555	3,03,06,114	Total (*a*)		(*a*) Including the Deoghur railway, for which yearly figures are shown.
1,438	...	142	10,763	1st half	LXVI	
1,683	...	158	11,905	2nd half		
3,121	...	300	22,668	Total		
18,474	...	3,435	2,23,454	1st half	LXVII	
16,324	...	2,189	1,82,039	2nd half		
34,798	...	5,624	4,05,493	Total		
2,036	...	74	20,003	1st half		
1,984	...	89	21,439	2nd half		
4,020	...	163	41,442	Total		
...	...	...	...	1st half	LXVIII	(*b*) Opened for traffic on the 1st August 1895.
3,399	...	3,148	35,924	2nd half		
3,399	...	3,148	35,924	Total		
91,877	...	16,319	6,12,537	1st half	LXIX	
91,336	...	11,102	5,18,464	2nd half		
1,83,213	...	27,421	11,31,001	Total		
9,757	...	6,206	56,003	1st half	LXX	
9,592	...	5,136	49,887	2nd half		
19,349	...	11,342	1,05,890	Total		
20,97,914	3,20,770	3,50,208	1,62,03,219	1st half		
22,01,875	3,22,081	3,26,056	1,58,27,009	2nd half		
43,02,438	6,42,851	6,76,553	3,20,48,532	Total (*a*)		
1,290	...	118	11,013	1st half		
1,341	...	121	10,629	2nd half		
2,631	...	239	21,642	Total		
4,829	...	242	30,980	1st half	LXXVII	
4,941	...	316	34,996	2nd half		
9,770	...	558	65,976	Total		
37,434	...	7,090	1,95,472	1st half	LXXVIII	
36,926	...	7,585	1,81,146	2nd half		
74,360	...	14,675	3,76,618	Total		
6,509	...	...	71,007	1st half	LXXX	
5,969	...	...	65,802	2nd half		
12,478	...	...	1,37,709	Total		
1,482	...	114	15,735	1st half	LXXXII	
1,584	...	116	18,239	2nd half		
3,066	...	230	33,974	Total		
17,024	...	223	88,092	1st half	LXXXIII	
13,126	...	305	81,753	2nd half		
30,050	...	528	1,69,845	Total		
69,498	...	7,787	4,13,199	1st half		
62,937	...	8,443	3,92,585	2nd half		
1,32,355	...	16,230	8,05,764	Total		
1,26,12,057	11,32,899	36,11,677	12,00,29,769			

APPENDIX

STATISTICS OF INDIAN

DETAIL OF EXPENSES FOR MAINTENANCE

Half-years ended the 30th June and the 31st December 1895. [From Abstract A of

Serial Number.	Railway.	1895.	General superintendence.	Maintenance of permanent-way. Wages.	Maintenance of permanent-way. Materials.	Repairs of bridges, etc.	Conservancy of rivers.
			R	*R*	*R*	*R*	*R*
	STANDARD GAUGE.						
I	East Indian	1st half	3,19,631	4,82,497	8,25,822	3,34,839	...
		2nd half	3,34,821	4,57,981	8,40,915	1,65,167	...
		Total .	6,54,452	9,40,478	16,66,737	5,00,006	...
II	Bengal-Nágpur	1st half	1,02,171	1,42,157	—7,413	83,457	...
		2nd half	1,08,648	1,38,353	31,401	60,284	...
		Total .	2,10,819	2,80,510	23,988	1,43,741	...
III	Indian Midland	1st half	81,817	1,08,172	1,48,907	18,879	...
		2nd half	80,326	1,12,448	48,347	17,471	...
		Total .	1,62,143	2,20,620	1,97,254	36,350	...
V	Godhra-Rutlam-Nagda (open section) .	1st half	Included with the Rajputana-Malwa railway.				...
		2nd half					
		Total .					
VIII	East Coast (state) (Bezwada extension) .	1st half	Included with the Nizam's Guaranteed State railway.				...
		2nd half					
		Total .					
XII	North Western (state)	1st half	3,78,275	6,68,133	7,07,259	4,28,508	1,55,176
		2nd half	3,71,299	5,99,656	5,40,292	3,23,163	1,11,504
		Total .	7,49,574	12,67,789	12,47,551	7,51,671	2,66,680
XIII	Hyderabad-Shadipalli	1st half	5,800	7,468	20	4,193	...
		2nd half	3,757	8,797	1,748	6,131	...
		Total .	9,617	16,205	1,768	10,324	...
XIV	Oudh and Rohilkhand (state) . .	1st half	95,113	1,20,610	2,94,661	2,08,263	6,780
		2nd half	98,510	1,24,363	3,29,735	1,70,663	3,584
		Total .	1,93,623	2,44,973	6,24,396	3,78,926	10,364
XV	Eastern Bengal (state) (*a*) . . .	1st half	1,26,334	1,56,290	1,34,027	74,632	233
		2nd half	1,19,045	1,55,435	39,868	1,07,069	...
		Total .	2,45,379	3,11,725	1,73,895	1,81,701	233
XVI	Bengal Central	1st half	10,990	19,372	10,467	1,712	...
		2nd half	11,315	18,587	21,044	1,293	466
		Total .	22,305	37,959	31,511	3,005	466
XVII	Calcutta Port Commissioners' . .	1st half	3,964	3,749	1,319	291	...
		2nd half	3,710	4,078	2,189	428	...
		Total .	7,674	7,828	3,508	719	...
XVIII	East Coast (state)	1st half	20,154	68,092	3,730	2,619	...
		2nd half	24,991	78,435	43,394	46,732	...
		Total .	45,145	146,527	47,124	49,351	...
XXIV	Great Indian Peninsula	1st half	2,54,614	3,64,462	5,77,039	3,90,232	...
		2nd half	2,36,518	3,49,441	6,73,622	4,35,610	...
		Total .	4,91,132	7,13,903	12,50,661	8,25,842	...
XXV	Bombay, Baroda and Central India .	1st half	1,03,423	1,27,191	1,58,269	2,89,464	...
		2nd half	98,379	1,40,187	1,12,978	1,86,376	...
		Total .	2,01,802	2,67,378	2,71,247	4,75,840	...
XXVI	Madras	1st half	1,38,742	1,41,082	83,293	59,707	...
		2nd half	1,29,575	1,49,240	80,191	46,796	...
		Total .	2,68,317	2,90,322	1,63,484	1,06,503	...
XXXIII	Bina-Gouna	1st half	Charged to Capital.				
		2nd half	Included with the Indian Midland railway.			...	...
		Total .					
XXXVI	The Nizam's Guaranteed State . .	1st half	30,643	63,192	1,11,347	27,012	2,725
		2nd half	49,393	63,751	79,441	14,142	...
		Total .	1,00,030	1,26,943	1,81,788	41,154	2,725
	TOTAL STANDARD GAUGE carried over .	1st half	16,91,731	24,72,398	30,48,747	18,93,808	1,64,014
		2nd half	16,70,289	24,00,752	28,36,165	15,81,325	1,15,554
		Total .	33,62,020	48,73,150	58,84,912	34,75,133	2,80,468

A—*continued.*

RAILWAYS—(PART I)—*continued.*

OF WAY, WORKS AND STATIONS.

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1895

Repairs of stations and buildings.	Other charges.	TOTAL.	Deductions.	NET TOTAL.	1895.	Serial Number.	REMARKS.
£	£	£	£	£			
2,51,750	2,99,406	25,13,945	...	25,13,945	1st half	I	
2,58,348	2,89,263	23,46,495	31,792	23,14,703	2nd half		
5,10,098	5,88,669	48,60,440	31,792	48,28,648	Total		
73,296	36,521	4,30,189	...	4,30,189	1st half	II	
50,482	49,610	4,38,778	...	4,38,778	2nd half		
1,23,778	86,131	8,68,967	...	8,68,967	Total		
15,395	20,907	3,93,177	...	3,93,177	1st half	III	
17,306	16,031	2,91,931	...	2,91,931	2nd half		
32,701	36,038	6,85,108	...	6,85,108	Total		
...	...	...	...	49,095	1st half	V	
				66,203	2nd half		
				1,15,298	Total		
...	...	...	...	12,142	1st half	VIII	
				14,931	2nd half		
				27,073	Total		
3,21,554	5,35,032	31,93,937	1,20,152	30,73,785	1st half	XII	
2,90,737	4,85,421	27,22,072	76,793	26,45,279	2nd half		
6,12,291	10,20,453	59,16,009	1,96,945	57,19,064	Total		
3,012	919	21,412	...	21,412	1st half	XIII	
2,867	545	23,845	...	23,845	2nd half		
5,879	1,464	45,257	...	45,257	Total		
47,904	1,04,513	8,77,844	...	8,77,844	1st half	XIV	
43,179	36,951	8,06,085	...	8,06,085	2nd half		
91,083	1,40,564	16,83,929	...	16,83,929	Total		
1,01,096	85,480	6,78,092	...	6,78,092	1st half	XV	(a) Including the metre and special gauge sections of the undertaking.
85,444	30,660	5,37,521	...	5,37,521	2nd half		
1,86,540	1,16,140	12,15,613	...	12,15,613	Total		
4,729	632	47,902	...	47,902	1st half	XVI	
4,785	1,552	59,042	...	59,042	2nd half		
9,514	2,184	1,06,944	...	1,06,944	Total		
234	1,368	10,916	...	10,916	1st half	XVII	
113	...	10,518	...	10,518	2nd half		
347	1,368	21,434	...	21,434	Total		
5,885	2,872	1,03,352	...	1,03,352	1st half	XVIII	
16,095	43,751	2,53,398	...	2,53,398	2nd half		
21,980	46,623	3,56,750	...	3,56,750	Total		
1,39,842	5,63,358	22,89,547	1,78,933	21,10,614	1st half	XXIV	
1,17,310	7,01,418	25,13,919	66,418	24,47,501	2nd half		
2,57,152	12,64,776	48,03,466	2,45,351	45,58,115	Total		
59,351	1,32,653	8,31,354	3,219	8,28,132	1st half	XXV	
52,740	80,286	6,70,946	2,596	6,68,350	2nd half		
1,03,091	2,12,939	15,02,297	5,815	14,96,482	Total		
59,939	1,24,753	6,07,516	8,058	5,99,458	1st half	XXVI	
71,518	1,15,522	5,92,842	9,742	5,83,100	2nd half		
1,31,457	2,40,275	12,00,358	17,800	11,82,558	Total		
...	...	...	...	...	1st half	XXXIII	
...	...	...	...	...	2nd half		
...	...	...	...	...	Total		
8,043	25,164	2,89,026	12,142	2,76,884	1st half	XXXVI	
10,771	25,587	2,34,085	14,931	2,19,154	2nd half		
18,814	50,751	5,23,111	27,073	4,96,038	Total		
10,83,930	19,32,678	1,22,88,206	3,22,504	1,20,26,939	1st half		
10,21,695	18,75,697	1,15,01,477	2,02,272	1,13,80,339	2nd half		
21,05,625	38,08,375	2,37,89,683	5,24,776	2,34,07,278	Total		

APPENDIX

STATISTICS OF INDIAN

DETAIL OF EXPENSES FOR MAINTENANCE

Half-years ended the 30th June and the 31st December 1895. [From Abstract A of

Serial Number.	Railway.	1895.	General superintendence.	Maintenance of permanent-way. Wages.	Maintenance of permanent-way. Materials.	Repairs of bridges, etc.	Conservancy of rivers.
			R	R	R	R	R
	STANDARD GAUGE—*concld.*						
	Brought forward STANDARD GAUGE	1st half	16,91,731	24,72,398	30,48,747	18,93,808	1,64,914
		2nd half	16,70,289	24,00,752	28,36,165	15,81,325	1,15,554
		Total	33,62,020	48,73,150	58,84,912	34,75,133	2,80,468
XXXVII	The Gaekwar's Petlád	1st half	Included with the Bombay, Baroda and Central India railway.				
		2nd half					
		Total					
XXXVIII	Kolar Gold-fields	1st half	Included with the Madras railway.				
		2nd half					
		Total					
XL	Rájpura-Bhátinda	1st half	Included with the North Western (state) railway.				
		2nd half					
		Total					
	TOTAL STANDARD GAUGE	1st half	16,91,731	24,72,398	30,48,747	18,93,808	1,64,914
		2nd half	16,70,289	24,00,752	28,36,165	15,81,325	1,15,554
		Total	33,62,020	48,73,150	58,84,912	34,75,133	2,80,468
	METRE GAUGE.						
XLIII	Bengal and North-Western—Tirhoot section / Company's section	1st half	72,931	63,426	90,550	16,094	2,987
		2nd half	68,079	76,588	60,723	21,367	1,094
		Total	1,41,010	1,40,014	1,51,273	37,461	4,081
XLV	Rajputana-Malwa	1st half	1,93,065	2,58,952	2,49,107	45,164	...
		2nd half	1,90,176	2,64,223	2,03,039	51,468	...
		Total	3,83,241	5,23,175	4,52,146	96,632	...
XLVI	Pálanpur-Deesa	1st half	Included with the Rajputana-Malwa railway.				
		2nd half					
		Total					
XLVII	Southern Mahratta	1st half	1,41,325	1,80,643	2,10,665	73,590	...
		2nd half	1,39,948	1,83,314	1,02,329	60,162	...
		Total	2,81,273	3,63,957	3,12,994	1,33,752	...
XLVIII	Guntakal-Mysore frontier	1st half	Included with the Southern Mahratta railway.				
		2nd half					
		Total					
XLIX	Southern Mahratta (Mysore section)	1st half					
		2nd half					
		Total					
L	South Indian	1st half	1,31,911	1,21,950	1,92,239	44,221	...
		2nd half	1,23,875	1,24,876	2,74,760	84,542	...
		Total	2,55,786	2,46,826	4,66,999	1,28,763	...
LI	Máyavaram-Mutupet	1st half	Included with the South Indian railway.				
		2nd half					
		Total					
LII	Assam-Bengal (*a*)	1st half	...	...	...	...	...
		2nd half	17,674	30,720	...	...	...
		Total	17,674	30,720	...	...	...
LIV	Burma (state)	1st half	90,323	2,22,078	86,475	42,795	2,865
		2nd half	1,08,007	2,20,044	1,13,196	49,613	1,139
		Total	1,98,330	4,42,122	1,99,671	92,408	4,004
LVII	Deoghar	1st half	Details not furnished.				
		2nd half					
		Total					
LVIII	Rohilkund and Kumaon (Company's section) (*b*)	1st half	17,432	28,411	14,358	9,390	6,759
		2nd half	15,998	25,110	5,125	12,699	180
		Total	33,430	53,521	19,483	22,089	6,939
LIX	Bengal Dooars	1st half	1,989	3,875	47	...	...
		2nd half	2,177	5,130	823	4,326	...
		Total	4,166	9,005	870	4,326	...
	TOTAL METRE GAUGE carried over	1st half	6,48,976	8,79,335	8,43,441	2,31,554	12,611
		2nd half	6,65,934	9,30,005	7,59,995	2,84,177	2,413
		Total(*c*)	13,14,910	18,09,340	16,03,436	5,15,731	15,024

A—*continued.*

RAILWAYS—(PART I)—*continued.*

OF WAY, WORKS AND STATIONS—*continued.*

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1895.

Repairs of stations and buildings.	Other charges.	TOTAL.	Deductions.	NET TOTAL.	1895.	Serial Number.	REMARKS.
R	*R*	*R*	*R*	*R*			
10,83,930	19,32,678	1,22,88,206	3,22,504	1,20,26,939	1st half		
10,21,695	18,75,697	1,15,01,477	2,02,272	1,13,80,339	2nd half		
21,05,625	38,08,375	2,37,89,683	5,24,776	2,34 07,278	Total.		
...	...	...	...	3,219	1st half	XXXVII	
				2,596	2nd half		
				5,815	Total.		
...	...	...	...	7,847	1st half	XXXVIII	
				9,637	2nd half		
				17,484	Total.		
...	...	...	...	1,20,152	1st half	XL	
				76,793	2nd half		
				1,96,945	Total.		
10,83,930	19,32,678	1,22,88,206	3,22,504	1,21,58,157	1st half		
10,21,695	18,75,697	1,15,01,477	2,02,272	1,14,69,365	2nd half		
21,05,625	38,08,375	2,37,89,683	5,24,776	2,36,27,522	Total.		
20,064	26,773	2,92,825	...	2,92,825	1st half	XLIII	
23,674	47,020	2,99,151	...	2,99,151	2nd half		
43,738	74,399	5,91,976	...	5,91,976	Total.		
71,218	88,102	9,05,908	62,917	8,42,991	1st half	XLV	
82,881	98,395	8,70,182	78,551	7,91,631	2nd half		
1,34,099	1,86,497	17,76,090	1,41,468	16,34,622	Total.		
...	...	...	...	1,405	1st half	XLVI	
				1,247	2nd half		
				2,652	Total.		
62,420	65,384	7,34,027	1,82,147	5,51,880	1st half	XLVII	
42,677	45,395	5,73,825	1,63,988	4,09,837	2nd half		
1,05,097	1,10,779	13,07,852	3,46,135	9,61,717	Total.		
...	...	...	...	35,323	1st half	XLVIII	
				29,467	2nd half		
				64,790	Total.		
				1,18,886	1st half	XLIX	
				1,10,854	2nd half		
				2,29,740	Total.		
28,294	55,447	5,74,062	61,471	5,12,591	1st half	L	
41,197	47,781	6,97,031	89,654	6,07,377	2nd half		
69,491	1,03,228	12,71,093	1,51,125	11,19,968	Total.		
...	...	...	...	13,605	1st half	LI	
				16,915	2nd half		
				30,520	Total.		
...	...	...	...	...	1st half	LII	
...	...	48,394	...	48,394	2nd hal		
...	...	48,394	...	48,394	Total.		
29,636	45,305	5,19,377	...	5,19,377	1st half	LIV	(a) Opened for traffic on the 1st July 1895.
37,843	49,008	5,78,910	...	5,78,910	2nd half		
67,479	94,373	10,98,287	...	10,98,287	Total.		
...	...	4,235	...	4,235	1st half	LVII	
		4,235	...	4,235	Total.		
5,636	7,210	89,416	...	89,416	1st half	LVIII	(b) Including he Rohilkund and Kumaon railway (Lucknow-Bareilly section).
5,106	6,813	71,031	...	71,031	2nd hal		
10,962	14,023	1,60,447	...	1,60,447	Total.		
266	138	6,315	...	6,315	1st half	LIX	
799	562	13,817	...	13,817	2nd half		
1,065	[redacted]	20,132	...	20,132	Total.		
2,17,654	2,88,359	31,21,930	3,06,535	29,84,614	1st half		
2,14,177	2,95,640	31,52,341	3,32,193	29,78,631	2nd half		(c) Including the Deoghar railway, for which yearly figures are shown.
4,31,831	5,83,999	62,78,506	6,38,728	59,67,480	Total (c)		

APPENDIX

STATISTICS OF INDIAN

DETAIL OF EXPENSES FOR MAINTENANCE

Half-years ended the 30th June and the 31st December 1895. [From Abstract A of

Serial Number.	Railway.	1895.	General superintendence.	Maintenance of permanent-way. Wages.	Maintenance of permanent-way. Materials.	Repairs of bridges, etc.	Conservancy of rivers.
			£	£	£	£	£
	METRE GAUGE—*concld.*						
	Brought forward METRE GAUGE	1st half	6,48,976	8,79,335	8,43,441	2,31,554	12,611
		2nd half	6,65,934	9,30,005	7,59,995	2,84,177	2,413
		Total(*a*)	13,14,910	18,09,340	16,03,436	5,15,731	15,024
LX	Dibru-Sadiya	1st half	5,693	16,088	16,451	2,419	...
		2nd half	7,328	16,138	17,012	2,206	...
		Total	13,021	32,226	33,463	4,625	...
LXIII	The Gaekwar's Mehsána	1st half	Included with the Rajputana-Malwa railway.				
		2nd half					
		Total					
LXIV	Kolhápur	1st half					
		2nd half					
		Total					
LXV	Yesvantpur-Mysore frontier	1st half	Included with the Southern Mahratta railway.				
		2nd half					
		Total					
LXVI	Mysore-Nanjangúd	1st half					
		2nd half					
		Total					
LXVII	Jodhpore-Bikaneer—						
	Jodhpore section	1st half	6,356	30,798	31,480	2,646	...
		2nd half	5,735	29,348	—2,693	1,941	...
		Total	12,091	60,146	28,787	4,587	...
	Bikaneer section	1st half	642	3,982	7	172	...
		2nd half	593	3,915	9	...	...
		Total	1,235	7,897	16	172	...
LXVIII	Oodeypore-Chitor (*b*)	1st half	...	...	...	...	...
		2nd half	2,120	8,163	1,141	276	...
		Total	2,120	8,163	1,141	276	...
LXIX	Bhávnagar-Gondal-Junágarh-Porbandar	1st half	33,733	47,483	52,190	44,636	...
		2nd half	26,831	46,979	46,520	36,589	...
		Total	60,564	94,462	98,710	81,225	...
LXX	Jetalsar-Rájkot	1st half	1,887	6,768	120	740	...
		2nd half	1,906	6,707	400	480	...
		Total	3,793	13,475	520	1,220	...
	TOTAL METRE GAUGE	1st half	6,97,287	9,84,454	9,43,689	2,82,167	12,611
		2nd half	7,10,447	10,41,255	8,21,384	3,25,669	2,413
		Total (*a*)	14,07,734	20,25,709	17,66,073	6,07,836	15,024
	SPECIAL GAUGES.						
	Cherra-Companyganj (2′ 6″)	1st half	...	...	...	...	...
		2nd half	...	...	...	...	...
		Total					
LXXVII	Jorhát (2′ 0″)	1st half	...	...	...	...	...
		2nd half	...	...	...	...	...
		Total					
LXXVIII	Darjeeling-Himalayan (2′0″)	1st half	8,629	7,294	4,660	6,013	...
		2nd half	8,952	8,300	5,953	6,281	...
		Total	17,581	15,594	10,613	12,294	...
LXXX	The Gaekwar's Dabhoi (2′ 6″)	1st half	3,402	8,119	6,016	2,320	...
		2nd half	3,339	7,150	4,729	671	...
		Total	6,801	15,269	11,345	2,991	...
LXXXII	Cooch Behar (2′ 6″)	1st half	855	4,006	50	930	...
		2nd half	Details not furnished.		...	...	...
		Total	855	4,006	50	930	...
LXXXIII	Morvi (2′ 6″)	1st half	4,918	12,336	955	117	...
		2nd half	4,651	12,479	679	404	...
		Total	9,599	24,815	1,634	521	...
	TOTAL SPECIAL GAUGES	1st half	17,894	31,755	12,281	9,380	...
		2nd half	16,942	27,929	11,361	7,356	...
		Total	34,836	59,684	23,642	16,736	...
	TOTAL OF ALL GAUGES FOR THE YEAR	...	48,04,590	69,58,543	76,74,627	40,99,705	2,95,492

A—continued.

RAILWAYS—(PART I)—*continued.*

OF WAY, WORKS, AND STATIONS—*concluded.*

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1895.

Repairs of stations and buildings.	Other charges.	Total.	Deductions.	Net Total.	1895.	Serial Number.	Remarks.
£	£	£	£	£			
2,17,654	2,88,359	31,21,930	3,06,535	29,84,614	1st half		(a) Including the Deeghor railway, for which yearly figures are shown.
2,14,177	2,95,640	31,52,341	3,32,193	29,78,631	2nd half		
4,31,831	5,83,999	62,78,506	6,38,728	59,67,480	Total(a)		
10,641	1,708	53,000	...	53,000	1st half	LX	
4,635	2,274	49,593	...	49,593	2nd half		
15,276	3,982	1,02,593	...	1,02,593	Total		
...	...	...	...	12,417	1st half	LXIII	
				11,102	2nd half		
				23,519	Total		
...	...	...	...	10,186	1st half	LXIV	
				7,370	2nd half		
				17,556	Total		
				14,802	1st half	LXV	
				13,637	2nd half		
				28,439	Total		
				2,950	1st half	LXVI	
				2,662	2nd half		
				5,612	Total		
4,376	3,368	79,524	...	79,524	1st half	LXVII	
2,970	883	38,184	...	38,184	2nd half		
7,346	4,251	1,17,708	...	1,17,708	Total		
416	9	5,228	...	5,228	1st half		
109	...	4,626	...	4,026	2nd half		
525	9	9,854	...	9,854	Total		
...	...	...	...	...	1st half	LXVIII	(a) Opened for traffic on the 1st August 1895.
136	679	12,515	...	12,515	2nd half		
136	679	12,515	...	12,515	Total		
20,387	17,319	2,15,748	...	2,15,748	1st half	LXIX	
17,665	7,152	1,81,736	...	1,81,736	2nd half		
38,052	24,471	3,97,484	...	3,97,484	Total		
139	717	10,371	...	10,371	1st half	LXX	
338	507	10,338	...	10,338	2nd half		
477	1,224	20,709	...	20,709	Total		
2,53,613	3,11,980	34,85,801	3,06,535	33,88,840	1st half		
2,40,030	3,07,135	34,49,333	3,32,193	33,10,394	2nd half		
4,93,643	6,19,115	69,39,369	6,38,728	67,03,469	Total (a)		
...	...	1,747	...	1,747	1st half		
...	...	1,675	...	1,675	2nd half		
...	...	3,422	...	3,422	Total		
...	...	6,809	...	6,809	1st half	LXXVII	
...	...	8,520	...	8,520	2nd half		
...	...	15,329	...	15,329	Total		
9,870	2,862	39,328	3,435	35,893	1st half	LXXVIII	
4,806	4,425	38,717	4,204	34,513	2nd half		
14,676	7,287	78,045	7,639	70,406	Total		
1,385	1,059	23,961	...	22,961	1st half	LXXX	
1,556	243	17,688	...	17,688	2nd half		
2,941	1,302	40,649	...	40,649	Total		
604	101	6,546	...	6,546	1st half	LXXXII	
...	...	9,472	...	9,472	2nd half		
604	101	16,018	..	16,018	Total		
379	328	19,063	...	19,063	1st half	LXXXIII	
914	318	19,445	...	19,445	2nd half		
1,293	646	38,508	...	38,508	Total		
12,238	4,350	96,454	3,435	93,019	1st half		
7,276	4,086	95,517	4,204	91,313	2nd half		
19,514	9,336	1,91,971	7,639	1,84,332	Total		
20,18,782	44,36,826	3,09,21,023	11,71,143	3,05,15,323			

APPENDIX

STATISTICS OF INDIAN

DETAIL OF LOCOMO

Half-years ended the 30th June and the 31st December 1895. [From Abstract B of

Serial Number.	Railway.	1895.	General superintendence.	Wages of drivers and firemen, fuelling, cleaning engines, etc.	Fuel.	Water.	Oil, tallow, and other stores.
	STANDARD GAUGE.		R	R	R	R	R
I	East Indian	1st half	2,22,573	7,03,599	3,31,097	33,526	1,15,515
		2nd half	2,32,367	6,59,398	3,26,179	33,350	1,09,594
		Total	4,54,940	13,62,997	6,57,276	66,876	2,25,109
II	Bengal-Nágpur	1st half	58,201	1,17,456	79,501	11,236	18,344
		2nd half	58,499	96,102	57,881	9,858	15,424
		Total	1,16,700	2,13,558	1,37,382	21,094	33,768
III	Indian Midland	1st half	49,659	1,08,769	1,54,452	14,540	20,144
		2nd half	51,236	97,244	1,42,712	12,572	18,840
		Total	1,00,895	2,06,013	2,97,164	27,112	38,984
V	Godhra-Rutlam-Nagda (open section)	1st half	Included with the Rajputana-Malwa railway.				...
		2nd half					
		Total					
VIII	East Coast (state) (Bezwada extension).	1st half	Included with the Nizam's Guaranteed State railway.				...
		2nd half					
		Total					
XII	North Western (state)	1st half	2,65,326	7,03,780	17,58,904	54,343	1,00,252
		2nd half	2,56,803	6,70,465	13,39,190	62,991	86,828
		Total	5,22,129	13,74,245	30,98,094	1,17,334	1,87,080
XIII	Hyderabad-Shadipalli	1st half	Included with the North Western (state) railway.				...
		2nd half					
		Total					
XIV	Oudh and Rohilkhand (state)	1st half	58,481	90,530	3,17,150	9,854	28,785
		2nd half	56,174	80,697	2,07,172	9,940	25,474
		Total	1,14,655	1,71,247	5,24,322	18,794	54,259
XV	Eastern Bengal (state) (a)	1st half	68,408	1,57,059	2,18,337	13,000	24,009
		2nd half	66,112	1,62,253	2,76,662	14,821	28,198
		Total	1,34,520	3,19,312	494,999	27,821	52,207
XVI	Bengal Central	1st half	Included with the Eastern Bengal (state) railway.				...
		2nd half					
		Total					
XVII	Calcutta Port Commissioners'	1st half	...	5,069	5,173	...	1,108
		2nd half	...	5,379	3,084	...	777
		Total	...	10,448	8,257	...	1,885
XVIII	East Coast (state)	1st half	42,065	55,285	92,693	4,313	16,018
		2nd half	41,646	57,631	78,238	4,926	13,411
		Total	83,711	1,12,916	1,70,931	9,239	29,429
XXIV	Great Indian Peninsula	1st half	1,98,246	8,39,133	11,09,485	77,845	87,311
		2nd half	1,82,808	7,22,480	8,97,894	68,018	70,853
		Total	3,81,054	15,61,613	20,07,379	1,45,863	1,57,964
XXV	Bombay, Baroda and Central India	1st half	62,484	2,54,301	6,06,178	34,196	33,871
		2nd half	63,450	2,03,255	4,65,594	32,925	31,244
		Total	1,25,934	4,57,556	10,71,772	67,121	65,115
XXVI	Madras	1st half	66,454	1,77,569	3,76,072	12,779	17,091
		2nd half	66,726	1,80,050	4,15,187	13,106	19,294
		Total	1,33,180	3,57,619	7,91,259	25,885	36,385
XXXIII	Bina-Goona	1st half	Included with the Indian Midland railway.			...	...
		2nd half					
		Total					
XXXVI	The Nizam's Guaranteed State	1st half	28,586	48,634	47,909	8,819	8,133
		2nd half	26,763	47,278	47,255	8,884	6,262
		Total	55,349	95,912	95,164	17,703	14,396
	TOTAL STANDARD GAUGE carried over.	1st half	11,20,483	32,61,204	50,96,957	2,74,451	4,70,581
		2nd half	11,02,584	29,82,232	42,57,048	2,70,391	4,26,000
		Total	22,23,067	62,43,436	93,53,999	5,44,842	8,96,581

RAILWAYS—(PART I)—*continued.*

TIVE EXPENSES.

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1895.

Maintenance and Renewal of		Other charges.	Total.	Deductions.	Net total.	1895.	Serial Number.	Remarks.
Locomotive engines.	Machinery.							
£	£	£	£	£	£			
6,76,323	44,229	3,64,104	24,90,966	2,616	24,88,350	1st half		
5,70,686	43,262	4,06,640	23,81,476	17,800	23,63,676	2nd half	I	
12,47,009	87,491	7,70,744	48,72,442	20,416	48,52,026	Total.		
90,650	14,948	85,899	4,76,235	....	4,76,235	1st half		
75,168	24,632	60,655	3,98,219	....	3,98,219	2nd half	II	
1,65,818	39,580	1,46,554	8,74,454	...	8,74,454	Total.		
98,095	5,881	56,090	5,04,630	1,021	5,03,609	1st half		
92,299	6,722	40,469	4,61,714	...	4,61,714	2nd half	III	
1,87,394	12,603	96,179	9,66,344	1,021	9,65,323	Total.		
...	...	...	...	...	1,72,742	1st half		
					1,63,015	2nd half	V	
					3,35,757	Total.		
...	...	...	...	...	9,591	1st half		
					15,322	2nd half	VIII	
					24,913	Total.		
6,24,969	72,576	3,54,068	39,34,218	1,80,475	37,53,743	1st half		
7,39,878	72,262	3,05,150	33,27,577	1,18,803	34,08,774	2nd half	XII	
13,38,847	1,44,838	6,59,228	74,61,795	2,99,278	71,62,517	Total.		
...	...	...	...	...	20,760	1st half		
					16,723	2nd half	XIII	
					37,483	Total.		
1,16,917	15,548	1,27,684	7,65,269	....	7,65,269	1st half		
84,946	13,034	90,889	5,67,326	....	5,67,326	2nd half	XIV	
2,01,863	28,582	2,18,573	13,32,595	...	13,32,595	Total.		
1,59,851	19,429	46,339	7,06,472	58,889	6,47,583	1st half		
1,05,299	17,006	42,945	7,13,296	70,150	6,43,146	2nd half	XV	(a) Including the metre and special gauge sections of the undertaking; also the Bengal Central railway. From the column, "Net total" the Bengal Central railway has been excluded.
2,65,150	36,435	89,284	14,19,768	1,29,039	12,90,729	Total.		
...	...	...	...	...	58,889	1st half		
					70,150	2nd half	XVI	
					1,29,039	Total.		
3,699	3,099	....	18,148	....	18,148	1st half		
2,362	124	....	11,926	....	11,926	2nd half	XVII	
6,261	3,223	...	30,074	...	30,074	Total.		
62,649	6,293	56,969	3,36,285	....	3,36,285	1st half		
64,870	6,145	2,142	2,69,009	....	2,69,009	2nd half	XVIII	
1,27,519	12,438	59,111	6,05,294	....	6,05,294	Total.		
7,97,153	40,217	7,75,958	39,25,348	....	39,25,348	1st half		
7,88,972	37,082	7,62,963	35,30,870	....	35,30,870	2nd half	XXIV	
15,86,125	77,299	15,38,921	74,56,218	...	74,56,218	Total.		
2,60,355	29,123	1,79,309	14,59,817	5,652	14,54,165	1st half		
2,24,206	22,336	1,82,585	12,25,655	5,769	12,19,886	2nd half	XXV	
4,84,621	51,459	3,61,894	26,85,472	11,241	26,74,051	Total.		
2,76,943	6,127	1,02,931	10,35,966	13,702	10,22,264	1st half		
2,59,544	6,810	85,353	10,46,070	16,995	10,29,075	2nd half	XXVI	
5,36,487	12,937	1,88,284	20,82,036	30,697	20,51,339	Total.		
...	...	...	...	...	1,021	1st half		
					...	2nd half	XXXIII	
					1,021	Total.		
43,720	7,807	34,828	2,28,436	9,591	2,18,845	1st half		
56,799	11,527	35,500	2,40,269	15,322	2,24,947	2nd half	XXXVI	
1,00,519	19,334	70,328	4,68,705	24,913	4,43,792	Total.		
32,08,364	3,65,297	21,84,479	1,58,81,790	2,71,946	1,58,72,847	1st half		
30,59,289	2,60,942	20,14,621	1,43,73,407	2,44,839	1,43,53,778	2nd half		
62,67,653	5,26,219	41,99,400	3,02,55,197	5,16,785	3,02,66,625	Total.		

APPENDIX

STATISTICS OF INDIAN

DETAIL OF LOCOMOTIVE

Half-years ended the 30th June and the 31st December 1895. [From Abstract B of

Serial Number.	Railway.	1895.	General superintendence	Wages of drivers and firemen, fuelling, cleaning engines, etc.	Fuel.	Water.	Oil, tallow, and other stores.
			R	R	R	R	R
	STANDARD GAUGE—*concld.*						
	Brought forward STANDARD GAUGE	1st half	11,20,483	32,61,204	50,96,951	2,74,451	4,70,581
		2nd half	11,02,584	29,82,232	42,57,048	2,70,391	4,26,000
		Total .	22,23,067	62,43,436	93,53,999	5,44,842	8,96,581
XXXVII	The Gaekwar's Petlád . .	1st half 2nd half Total .	Included with the Bombay, Baroda and Central India railway.				...
XXXVIII	Kolar Gold-fields . . .	1st half 2nd half Total	Included with the Madras railway.			...	...
XL	Rájpura-Bhátinda . . .	1st half 2nd half Total .	Included with the North Western (state) railway.				...
	TOTAL STANDARD GAUGE .	1st half	11,20,483	32,61,204	50,96,951	2,74,451	4,70,581
		2nd half	11,02,584	29,82,232	42,57,048	2,70,391	4,26,000
		Total .	22,23,067	62,43,436	93,53,999	5,44,842	8,96,581
	METRE GAUGE.						
XLIII	Bengal and North-Western— Tirhoot section Company's section . .	1st half	30,527	57,127	73,919	6,122	9,924
		2nd half	29,936	55,061	75,769	6,691	8,778
		Total .	60,463	1,12,188	1,49,688	12,813	18,702
XLV	Rajputana-Malwa . . .	1st half	1,81,603	4,31,900	11,26,114	40,431	39,745
		2nd half	1,81,099	3,52,437	7,31,670	37,787	39,053
		Total .	3,62,702	7,84,337	18,57,784	78,218	78,798
XLVI	Pálanpur-Deesa . . .	1st half 2nd half Total .	Included with the Rajputana-Malwa railway.				
XLVII	Southern Mahratta . .	1st half	83,763	1,41,818	2,49,459	20,827	19,464
		2nd half	91,217	1,48,594	2,55,961	18,761	17,370
		Total .	1,74,980	2,90,412	5,05,420	39,588	36,834
XLVIII	Guntakal-Mysore frontier .	1st half 2nd half Total	Included with the Southern Mahratta railway.			...	...
XLIX	Southern Mahratta(Mysore section)	1st half 2nd half Total .					
L	South Indian	1st half	61,959	1,60,117	3,95,525	15,903	33,141
		2nd half	68,768	1,74,797	4,41,369	18,952	31,680
		Total .	1,30,727	3,34,914	8,36,894	34,855	64,821
LI	Mádyavaram-Mutupet . .	1st half 2nd half Total .	Included with the South Indian railway.			...	...
LII	Assam-Bengal (*a*) . . .	1st half	...	...	...	...	...
		2nd half	4,706	20,707	29,142	347	2,897
		Total .	4,706	20,707	29,142	347	2,897
LIV	Burma (state)	1st half	68,854	1,49,274	2,48,705	19,284	24,628
		2nd half	70,788	1,42,439	2,30,265	17,709	24,840
		Total .	1,39,642	2,91,713	4,78,970	36,993	49,468
LVII	Deoghar	1st half 2nd half Total .	Details not furnished.				
LVIII	Rohilkund and Kumaon (Company's section) (*b*).	1st half	12,756	13,991	39,035	2,123	3,565
		2nd half	11,048	11,494	31,046	1,952	3,029
		Total .	23,804	25,485	70,081	4,075	6,594
LIX	Bengal Doears	1st half	1,880	1,230	4,959	169	211
		2nd half	1,792	1,128	5,275	118	274
		Total .	3,672	2,358	10,234	287	485
	TOTAL METRE GAUGE carried over.	1st half	4,41,342	9,55,457	21,37,716	1,05,859	1,30,678
		2nd half	4,59,354	9,06,857	18,00,497	1,02,317	1,27,921
		Total(*c*) .	9,00,696	18,62,114	39,38,213	2,07,176	2,58,599

A—*continued.*

RAILWAYS—(PART I)—*continued.*

EXPENSES—*continued.*

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1895.

Maintenance and Renewal of		Other charges.	Total.	Deductions.	Net total.	1895.	Serial Number.	Remarks.
Locomotive engines.	Machinery.							
R	*R*	*R*	*R*	*R*	*R*			
32,08,364	2,65,277	21,84,479	1,58,81,790	2,71,946	1,58,72,847	1st half		
30,59,289	2,60,942	20,14,921	1,43,73,407	2,44,839	1,43,93,778	2nd half		
62,67,653	5,26,219	41,99,400	3,02,55,197	5,16,785	3,02,66,625	Total.		
					5,652	1st half	XXXVII	
					5,769	2nd half		
					11,421	Total.		
					13,385	1st half	XXXVIII	
					16,995	2nd half		
					30,381	Total.		
					1,59,716	1st half	XL	
					1,02,080	2nd half		
					2,61,796	Total.		
32,08,364	2,65,277	21,84,479	1,58,81,790	2,71,946	1,60,57,601	1st half		
30,59,289	2,60,942	20,14,921	1,43,73,407	2,44,839	1,45,18,622	2nd half		
62,67,653	5,26,219	41,99,400	3,02,55,197	5,16,785	3,05,70,223	Total.		
39,548	1,869	23,850	2,42,886	...	2,42,886	1st half	XLIII	
41,021	2,173	14,229	2,33,658	...	2,33,658	2nd half		
80,569	4,042	38,079	4,76,544	...	4,76,544	Total.		
3,70,066	28,303	2,73,791	24,91,953	2,10,155	22,81,798	1st half	XLV	
3,84,237	26,805	1,62,031	19,15,169	1,99,567	17,15,602	2nd half		
7,54,303	55,108	4,35,872	44,07,122	4,09,722	39,97,400	Total.		
					3,803	1st half	XLVI	
					2,702	2nd half		
					6,505	Total.		
2,29,530	32,224	97,500	8,74,585	2,18,361	6,56,224	1st half	XLVII	
1,99,631	31,157	1,58,348	9,21,039	2,63,789	6,57,250	2nd half		
4,29,161	63,381	2,55,848	17,95,624	4,82,150	13,13,474	Total.		
					41,963	1st half	XLVIII	
					47,255	2nd half		
					89,218	Total.		
					1,42,669	1st half	XLIX	
					1,78,729	2nd half		
					3,21,398	Total.		
1,97,901	2,160	51,798	9,18,504	33,338	8,85,166	1st half	L	
1,96,525	2,672	76,837	10,11,600	34,498	9,77,102	2nd half		
3,94,426	4,832	1,28,635	19,30,104	67,746	18,62,358	Total.		
					23,496	1st half	LI	
					27,216	2nd half		
					50,712	Total.		
...	...	...	...	...	...	1st half	LII	
3,912	15	2,395	64,120	...	64,120	2nd half		
3,912	15	2,395	64,120	...	64,120	Total.		
89,213	14,143	38,920	6,53,021	...	6,53,021	1st half	LIV	(a) Opened for traffic on the 1st July 1895.
1,20,092	14,074	27,849	6,48,656	...	6,48,656	2nd half		
2,09,305	28,217	66,769	13,01,677	...	13,01,677	Total.		
			5,024	...	5,024	1st half	LVII	
						2nd half		
			5,024	...	5,024	Total.		
16,964	1,066	9,022	98,522	...	98,522	1st half	LVIII	
14,874	1,160	7,616	82,219	...	82,219	2nd half		(b) Including the Rohilkund and Kumaon railway (Lucknow-Bareilly section).
31,838	2,226	16,638	1,80,741	...	1,80,741	Total.		
289	132	36	8,906	...	8,906	1st half	LIX	
440	53	359	9,440	...	9,440	2nd half		
729	185	395	18,346	...	18,346	Total.		
9,43,511	79,897	4,94,917	52,88,377	4,61,854	50,38,454	1st half		
9,60,732	78,109	4,49,714	48,85,301	4,97,764	46,43,439	2nd half		
19,04,243	1,58,006	9,44,631	1,01,78,702	9,59,618	96,86,917	Total (c)		(c) Including the Deoghur railway, for which yearly figures are shown.

APPENDIX

STATISTICS OF INDIAN

DETAIL OF LOCOMO

Half-years ended the 30th June and the 31st December 1895. [From Abstract B of

Serial Number.	Railway.	1895.	General superintendence.	Wages of drivers and firemen, fuelling, cleaning engines, etc.	Fuel.	Water.	Oil, tallow, and other stores.
	METRE GAUGE—*concld.*		₹	₹	₹	₹	₹
	Brought forward METRE GAUGE	1st half	4,41,342	9,55,457	21,37,716	1,04,859	1,30,678
		2nd half	4,59,354	9,06,657	18,00,497	1,02,317	1,27,921
		Total (a)	9,00,696	18,62,114	39,38,213	2,07,176	2,58,599
LX	Dibru-Sadiya	1st half	5,934	6,317	11,844	1,480	1,762
		2nd half	4,615	5,567	11,336	1,389	1,822
		Total	10,549	11,884	23,180	2,869	3,584
LXIII	The Gaekwar's Mehsána	1st half	Included with the Rajputana-Malwa railway.				
		2nd half					
		Total					
LXIV	Kolhápur	1st half	Included with the Southern Mahratta railway.				
		2nd half					
		Total					
LXV	Yeswantpur-Mysore frontier	1st half					
		2nd half					
		Total					
LXVI	Mysore-Nanjangúd	1st half					
		2nd half					
		Total					
LXVII	Jodhpore-Bikaneer—						
	Jodhpore section	1st half	4,525	8,211	41,484	2,643	2,778
		2nd half	5,028	7,816	39,396	2,550	3,565
		Total	9,553	16,027	80,880	5,193	6,343
	Bikaneer section	1st half	475	867	4,210	316	293
		2nd half	547	854	4,204	310	395
		Total	1,022	1,721	8,414	626	688
LXVIII	Oodeypore-Chitor (b)	1st half	Included with the Rajputana-Malwa railway.				
		2nd half					
		Total					
LXIX	Bhávnagar-Gondal-Junágarh-Porbandar.	1st half	17,988	35,439	82,685	2,579	4,865
		2nd half	16,856	26,055	56,924	2,578	3,124
		Total	34,844	61,494	1,39,609	5,157	7,989
LXX	Jetalsar-Rájkot	1st half	Included with the Bhávnagar-Gondal-Junágarh-Porbandar railway.				
		2nd half					
		Total					
	TOTAL METRE GAUGE	1st half	4,70,264	10,06,291	22,77,939	1,11,877	1,40,376
		2nd half	4,86,400	9,46,949	19,12,337	1,09,144	1,36,827
		Total (a)	9,56,664	19,53,240	41,90,296	2,21,021	2,77,203
	SPECIAL GAUGES.						
	Cherra-Companyganj (2' 6")	1st half	...	...	...	...	...
		2nd half	...	...	...	...	...
		Total	...	...	...	...	...
LXXVII	Jorhát (2' 0")	1st half	...	...	...	...	...
		2nd half	...	...	...	...	...
		Total	...	...	...	...	...
LXXVIII	Darjeeling-Himalayan (2' 0")	1st half	2,942	13,374	29,420	430	3,241
		2nd half	2,825	12,484	21,347	500	2,816
		Total	5,767	25,858	50,767	930	6,057
LXXX	The Gaekwar's Dabhoi (2' 6")	1st half	456	4,051	10,419	2,077	567
		2nd half	456	3,157	6,758	1,799	589
		Total	912	7,208	17,177	3,876	1,156
LXXXII	Cooch Behar (2' 6")	1st half	273	448	999	105	114
		2nd half	Details not furnished.				
		Total	273	448	999	105	114
LXXXIII	Morvi (2' 6")	1st half	2,233	3,819	15,597	466	1,261
		2nd half	1,809	3,581	16,175	537	1,154
		Total	4,042	7,400	31,772	1,003	2,415
	TOTAL SPECIAL GAUGES.	1st half	5,904	21,692	56,435	3,078	5,183
		2nd half	5,090	19,222	44,280	2,836	4,559
		Total	10,994	40,914	1,00,715	5,914	9,742
	TOTAL OF ALL GAUGES FOR THE YEAR	...	31,90,725	82,37,590	1,36,45,010	7,71,177	11,83,526

A—*continued.*

RAILWAYS—(PART I)—*continued.*

TIVE EXPENSES—*concluded.*

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1895.

Maintenance and renewal of		Other charges.	a Total.	Deductions.	Net total.	1895.	Serial Number.	Remarks.
Locomotive engines.	Machinery.							
£	£	£	£	£	£			
9,43,511	79,897	4,94,917	52,88,377	4,61,854	50,38,454	1st half		(a) Including the Deoghur railway, for which yearly figures are shown.
9,60,732	78,109	4,49,714	48,85,301	4,97,764	46,43,430	2nd half		
19,04,243	1,58,006	9,44,631	1,01,78,702	9,59,618	96,86,917	Total (a)		
8,102	438	...	35,877	...	35,877	1st half	LX	
8,609	915	...	34,254	...	34,254	2nd half		
16,711	1,353	...	70,131	...	70,131	Total.		
					33,610	1st half	LXIII	
					24,056	2nd half		
					57,666	Total.		
					12,362	1st half	LXIV	
					12,119	2nd half		
					24,481	Total		
					17,788	1st half	LXV	
					21,310	2nd half		
					39,098	Total.		
					3,579	1st half	LXVI	
					4,376	2nd half		
					7,955	Total.		
13,748	75	4,038	77,502	...	77,502	1st half	LXVII	
9,904	1,406	1,675	71,340	...	71,340	2nd half		
23,652	1,481	5,713	1,48,842	...	1,48,842	Total.		
1,397	6	410	7,974	...	7,974	1st half		
1,086	155	184	7,734	...	7,734	2nd half		
2,483	161	594	15,708	...	15,708	Total.		
					...	1st half	LXVIII	(b) Opened for traffic on the 1st August 1895.
					9,794	2nd half		
					9,794	Total.		
21,427	1,105	1,990	1,68,078	16,967	1,51,113	1st half	LXIX	
28,321	1,212	6,808	1,41,878	14,452	1,27,424	2nd half		
49,748	2,317	8,798	3,09,956	31,419	2,78,537	Total.		
					16,967	1st half	LXX	
					14,452	2nd half		
					31,419	Total.		
9,88,185	81,521	5,01,355	55,77,808	4,78,821	53,05,226	1st half		
10,08,652	81,797	4,58,381	51,40,507	5,12,216	49,70,298	2nd half		
19,96,837	1,63,318	9,59,736	1,07,23,339	9,91,037	1,03,70,548	Total (a)		
...	...	...	3,575	...	3,575	1st half		
...	...	...	3,463	...	3,463	2nd half		
			7,038	...	7,038	Total.		
...	...	...	9,545	...	9,545	1st half	LXXVII	
...	...	...	9,515	...	9,515	2nd half		
			19,060	...	19,060	Total.		
12,922	291	7,103	69,723	315	69,408	1st half	LXXVIII	
10,675	470	3,283	54,400	...	54,400	2nd half		
23,597	761	10,386	1,24,123	315	1,23,808	Total.		
6,028	...	955	24,553	...	24,553	1st half	LXXX	
3,916	...	752	17,427	...	17,427	2nd half		
9,944		1,707	41,980	...	41,980	Total.		
271	224	52	2,486	...	2,486	1st half	LXXXII	
...	...	...	2,312	...	2,312	2nd half		
271	224	52	4,798	...	4,798	Total.		
4,605	...	...	27,981	...	27,981	1st half	LXXXIII	
3,439	...	222	26,908	...	26,908	2nd half		
8,935		222	54,889	...	54,889	Total.		
23,826	515	8,110	1,37,863	315	1,37,548	1st half		
18,021	470	4,257	1,14,025	...	1,14,025	2nd half		
41,847	985	12,367	2,51,888	315	2,51,573	Total.		
8,06,337	6,90,522	51,71,503	4,12,30,424	15,08,137	4,11,92,344			

APPENDIX

STATISTICS OF INDIAN

DETAIL OF CARRIAGE

Half-years ended the 30th June and the 31st December 1895. [From Abstract C of

Serial Number.	Railway.	1895.	General superintendence.	Repairs and renewals of			Cleaning and oiling.
				Coaching vehicles.	Goods vehicles.	Machinery.	
			R	R	R	R	R
	Standard gauge.						
I	East Indian	1st half	50,266	1,85,847	5,02,717	24,896	49,659
		2nd half	53,032	1,50,734	4,21,267	25,229	51,437
		Total	1,03,298	3,36,581	9,23,984	50,125	1,01,096
II	Bengal-Nágpur	1st half	11,939	20,297	85,592	1,118	25,282
		2nd half	11,788	19,584	48,638	1,994	24,673
		Total	23,727	39,881	1,34,230	3,112	49,955
III	Indian Midland	1st half	19,426	53,698	39,263	3,803	14,464
		2nd half	19,904	48,978	35,286	4,578	14,780
		Total	39,330	1,02,676	74,549	8,381	29,244
V	Godhra-Rutlam-Nagda (Open section)	1st half 2nd half	Included with the Rajputana-Malwa railway.				
		Total					
VIII	East Coast (state) (Bezwada Extension)	1st half 2nd half	Included with the Nizam's Guaranteed State railway.				
		Total					
XII	North Western (state)	1st half	50,413	1,95,281	3,83,684	9,812	1,10,699
		2nd half	64,532	2,32,023	4,58,232	11,015	1,11,760
		Total	1,14,945	4,27,304	8,41,916	20,827	2,22,669
XIII	Hyderabad-Shadipalli	1st half 2nd half	Included with the North Western (state) railway.				
		Total					
XIV	Oudh and Rohilkhand (state)	1st half	14,854	67,210	2,39,358	5,726	25,322
		2nd half	13,722	29,343	2,24,932	3,936	27,282
		Total	28,576	96,553	4,64,290	9,662	52,604
XV	Eastern Bengal (state) (a)	1st half	39,656	1,25,285	1,18,817	2,331	23,524
		2nd half	37,804	68,753	64,611	2,131	27,923
		Total	77,460	1,94,038	1,83,428	4,462	51,447
XVI	Bengal Central	1st half 2nd half	Included with the Eastern Bengal (state) railway (standard gauge).				
		Total					
XVII	Calcutta Port Commissioners'	1st half	...	...	3,699	3,099	1,880
		2nd half	...	...	2,562	124	1,473
		Total	...	...	6,261	3,223	3,353
XVIII	East Coast (state)	1st half	10,639	3,718	2,668	5,251	8,293
		2nd half	10,360	6,808	7,859	1,944	9,232
		Total	20,999	10,526	10,527	7,195	17,525
XXIV	Great Indian Peninsula	1st half	64,438	2,48,433	2,83,876	16,832	1,05,750
		2nd half	60,021	2,56,408	2,56,670	15,006	91,743
		Total	1,24,459	5,04,841	5,40,546	31,838	1,97,493
XXV	Bombay, Baroda and Central India	1st half	23,567	64,860	99,801	10,828	24,955
		2nd half	25,483	92,004	1,06,269	14,905	24,621
		Total	49,050	1,56,864	2,06,070	31,733	49,576
XXVI	Madras	1st half	22,151	57,489	1,61,072	4,390	30,641
		2nd half	22,242	67,253	1,41,453	4,502	30,380
		Total	44,393	1,24,742	3,02,525	8,892	61,021
XXXIII	Bina-Goona	1st half 2nd half	Included with the Indian Midland railway.				
		Total					
XXXVI	The Nizam's Guaranteed State	1st half	8,349	22,459	22,966	1,022	6,735
		2nd half	8,121	28,100	39,006	1,181	9,147
		Total	16,470	50,559	61,972	2,203	15,882
XXXVII	The Gaekwar's Petlád	1st half 2nd half	Included with the Bombay, Baroda and Central India railway.				
		Total					
	Total Standard Gauge carried over	1st half	3,15,698	10,44,577	19,43,513	95,108	4,27,474
		2nd half	3,27,009	9,99,988	18,06,765	86,605	4,24,451
		Total	6,42,707	20,44,565	37,50,298	1,81,713	8,51,865

A—*continued.*

RAILWAYS—(PART I)—*continued.*

AND WAGON EXPENSES.

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1895.

Other charges.	Total.	*Deductions.	Net total.	1895.	Serial Number.	Remarks.
R	*R*	*R*	*R*			
8,420	8,21,805	1,830	8,19,975	1st half	I	
9,017	7,11,316	6,613	7,04,703	2nd half		
18,037	15,33,121	8,443	15,24,679	Total.		
3,230	1,47,458	...	1,47,458	1st half	II	
4,791	1,11,468	...	1,11,468	2nd half		
8,021	2,58,926	...	2,58,927	Total.		
294	1,30,948	265	1,30,683	1st half	III	
362	1,23,888	...	1,23,888	2nd half		
656	2,54,836	265	2,54,571	Total.		
			17,905	1st half	V	
			20,927	2nd half		
			38,832	Total.		
			2,674	1st half	VIII	
			5,544	2nd half		
			8,218	Total.		
16,759	7,66,858	56,459	7,10,399	1st half	XII	
15,895	8,93,457	37,166	8,56,291	2nd half		
32,654	16,60,315	93,625	15,66,690	Total.		
			6,495	1st half	XIII	
			5,232	2nd half		
			11,727	Total.		
2,421	3,54,891	...	3,54,891	1st half	XIV	
390	2,99,005	...	2,99,005	2nd half		
2,811	6,54,496	...	6,54,496	Total.		
2,922	3,12,535	25,422	2,87,113	1st half	XV	(a) Including the metre and special gauge sections of the undertaking, also the Bengal Central railway. From the column "Net total" the Bengal Central railway has been excluded.
2,443	2,03,665	20,030	1,83,635	2nd half		
5,365	5,16,200	45,452	4,70,748	Total.		
			25,422	1st half	XVI	
			20,030	2nd half		
			45,452	Total.		
...	8,678	...	8,678	1st half	XVII	
...	4,159	...	4,159	2nd half		
...	12,837	...	12,837	Total.		
2,782	33,351	...	33,351	1st half	XVIII	
43	36,246	...	36,246	2nd half		
2,825	69,597	...	69,597	Total.		
1,01,701	8,21,030	1,510	8,19,520	1st half	XXIV	
1,12,234	7,92,142	2,700	7,89,442	2nd half		
2,13,935	16,13,172	4,210	16,08,962	Total.		
44,742	2,74,153	1,062	2,73,091	1st half	XXV	
45,919	3,09,201	1,455	3,07,746	2nd half		
90,061	5,83,354	2,517	5,80,837	Total.		
30,107	3,05,850	3,968	3,01,882	1st half	XXVI	
30,100	2,95,930	4,810	2,91,120	2nd half		
60,207	6,01,780	8,778	5,93,002	Total.		
			265	1st half	XXXIII	
			...	2nd half		
			265	Total.		
2,058	63,589	2,674	60,915	1st half	XXXVI	
1,437	86,992	5,544	81,448	2nd half		
3,495	1,50,581	8,218	142,363	Total.		
			1,062	1st half	XXXVII	
			1,455	2nd half		
			2,517	Total.		
2,14,836	40,41,146	93,190	40,01,779	1st half		
2,23,231	38,68,069	78,318	38,42,939	2nd half		
4,38,067	79,09,215	1,71,508	78,44,718	Total.		

APPENDIX

STATISTICS OF INDIAN

DETAIL OF CARRIAGE

Half-years ended the 30th June and the 31st December 1895. [From Abstract C of

Serial Number.	Railway.	1895.	General superintendence.	Repairs and renewals of Coaching vehicles.	Repairs and renewals of Goods vehicles.	Repairs and renewals of Machinery.	Cleaning and oiling.
			₹	₹	₹	₹	₹
	Standard Gauge—*concld.*						
	Brought forward Standard Gauge	1st half	3,15,698	10,44,577	19,43,513	95,108	4,27,414
		2nd half	3,27,009	9,99,988	18,06,785	86,605	4,24,451
		Total	6,42,707	20,44,565	37,50,298	1,81,713	8,51,865
XXXVIII	Kolar Gold-fields	1st half	Included with the Madras railway.				
		2nd half					
		Total					
XL	Rájpura-Bhátinda	1st half	Included with the North Western (state) railway.				
		2nd half					
		Total					
	Total Standard Gauge	1st half	3,15,698	10,44,577	19,43,513	95,108	4,27,414
		2nd half	3,27,009	9,99,988	18,06,785	86,605	4,24,451
		Total	6,42,707	20,44,565	37,50,298	1,81,713	8,51,865
	Metre Gauge.						
XLIII	Bengal and North-Western—						
	Tirhoot section	1st half	10,589	16,829	25,551	412	9,137
	Company's section	2nd half	10,499	17,993	47,771	1,411	8,588
		Total	21,088	34,822	73,322	1,823	17,725
XLV	Rajputana-Malwa	1st half	41,608	1,49,241	2,11,843	1,833	64,108
		2nd half	45,544	1,34,679	2,55,820	1,953	70,171
		Total	87,152	2,83,920	4,67,663	3,786	1,34,279
XLVI	Pálanpur-Deesa	1st half	Included with the Rajputana-Malwa railway.				
		2nd half					
		Total					
XLVII	Southern Mahratta	1st half	27,004	83,663	86,866	2,724	19,504
		2nd half	26,229	73,827	77,818	4,494	20,669
		Total	53,233	1,57,490	1,64,684	7,218	40,173
XLVIII	Guntakal-Mysore frontier	1st half					
		2nd half					
		Total					
XLIX	Southern Mahratta (Mysore section)	1st half	Included with the Southern Mahratta railway.				
		2nd half					
		Total					
L	South Indian	1st half	30,819	1,10,717	1,42,650	21	23,390
		2nd half	22,883	1,64,378	95,347	...	23,269
		Total	53,702	2,75,095	2,37,997	21	46,659
LI	Máyavaram-Mutupet	1st half	Included with the South Indian railway.				
		2nd half					
		Total					
LII	Assam-Bengal(*a*)	1st half	...	...	...	...	...
		2nd half	4,706	449	3,915	...	1,843
		Total	4,706	449	3,915	...	1,843
LIV	Burma (state)	1st half	19,933	48,337	51,942	3,039	27,415
		2nd half	21,505	60,634	73,801	2,095	27,060
		Total	41,438	1,08,971	1,25,743	5,134	54,275
LVII	Deoghur	1st half	Details not furnished.				
		2nd half					
		Total					
LVIII	Rohilkund and Kumaon (Company's section).(*b*)	1st half	3,942	6,656	9,228	339	4,394
		2nd half	4,701	4,977	15,385	312	4,096
		Total	8,643	11,633	24,613	651	8,490
LIX	Bengal Dooars	1st half	938	163	385	20	288
		2nd half	891	283	952	29	362
		Total	1,829	446	1,337	49	650
	Total Metre Gauge carried over	1st half	1,34,833	4,15,606	5,28,465	8,388	1,48,036
		2nd half	1,36,958	4,57,220	5,70,809	10,204	1,56,058
		Total (*c*)	2,71,791	8,72,826	10,99,274	18,682	3,04,094

A—*continued.*

RAILWAYS—(PART I)—*continued.*

AND WAGON EXPENSES—*continued.*

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1895.

Other charges.	Total.	Deductions.	Net total.	1895.	Serial Number.	Remarks.
R	*R*	*R*	*R*			
2,14,836	40,41,146	93,190	40,01,779	1st half		
2,23,231	38,68,069	78,318	38,42,939	2nd half		
4,38,067	79,09,215	1,71,508	78,44,718	Total		
			3,953	1st half	XXXVIII	
			4,810	2nd half		
			8,763	Total.		
			49,964	1st half	XL	
			31,934	2nd half		
			81,898	Total.		
2,14,836	40,41,146	93,190	40,55,696	1st half		
2,23,231	38,68,069	78,318	38,79,683	2nd half		
4,38,067	79,09,215	1,71,508	79,35,379	Total		
1,218	63,736	...	63,736	1st half	XLIII	
432	86,694	...	86,694	2nd half		
1,650	1,50,430		1,50,430	Total.		
19,871	4,88,504	25,496	4,63,008	1st half	XLV	
21,100	5,29,327	31,533	4,97,794	2nd half		
41,031	10,17,831	57,029	9,60,802	Total.		
...	...	...	771	1st half	XLVI	
			784	2nd half		
			1,555	Total.		
—888	2,18,873	54,510	1,64,363	1st half	XLVII	
1,320	2,04,357	58,475	1,45,882	2nd half		
432	4,23,230	1,12,985	3,10,245	Total.		
			10,504	1st half	XLVIII	
			10,488	2nd half		
			20,992	Total.		
...	...	...	33,000	1st half	XLIX	
			30,609	2nd half		
			75,209	Total.		
1,890	3,00,487	10,199	2,99,288	1st half	L	
2,222	3,08,099	10,869	2,97,230	2nd half		
4,112	6,17,586	21,068	5,96,518	Total.		
			7,947	1st half	LI	
...	...	...	8,279	2nd half		
			16,226	Total.		
...	...	...	...	1st half	LII	
3	10,916	...	10,916	2nd half		(a) Opened for traffic on the 1st July 1895.
3	10,916		10,916	Total.		
1,433	1,51,899	...	1,51,899	1st half	LIV	
10,340	1,95,435	...	1,95,435	2nd half		
11,773	3,47,334		3,47,334	Total.		
	1,221	...	1,221	1st half	LVII	
	1,221	...	1,721	2nd half		
390	24,949	...	24,949	1st half	LVIII	(b) Including the Rohilkund and Kumaon railway (Lucknow-Bareilly section).
133	29,664	...	29,664	2nd half		
523	54,553		54,553	Total.		
4	1,794	...	1,794	1st half	LIX	
...	2,517	...	2,517	2nd half		
	4,311		4,311	Total.		
23,914	12,50,212	90,205	12,23,859	1st half		
35,610	13,66,949	1,00,877	13,25,232	2nd half		
59,524	26,27,412	1,91,082	25,50,312	Total (c)		(c) Including the Deoghur railway, for which yearly figures are shown.

APPENDIX

STATISTICS OF INDIAN

DETAIL OF CARRIAG

Half-years ended the 30th June and the 31st December 1895. [From Abstract C o

Serial Number.	Railway.	1895.	General superintendence.	Repairs and renewals of			Cleaning and oiling.
				Coaching vehicles.	Goods vehicles.	Machinery.	
			£	£	£	£	£
	Metre gauge—*concld.*						
	Brought forward metre gauge	1st half	1,34,833	4,15,606	5,28,465	8,388	1,48,036
		2nd half	1,36,958	4,57,220	5,70,809	10,294	1,56,058
		Total (*a*)	2,71,791	8,72,826	10,99,274	18,682	3,04,094
LX	Dibru-Sadiya	1st half	3,464	3,218	10,390	...	3,365
		2nd half	2,731	2,797	9,636	...	3,582
		Total	6,195	6,045	20,026	...	6,947
LXIII	The Gaekwar's Mehsána	1st half	Included with the Rájputana-Malwa railway.				
		2nd half					
		Total					
LXIV	Kolhápur	1st half					
		2nd half					
		Total					
LXV	Yeswantpur-Mysore frontier	1st half	Included with the Southern Mahratta railway				
		2nd half					
		Total					
LXVI	Mysore-Nanjangúd	1st half					
		2nd half					
		Total					
LXVII	Jodhpore-Bikaneer—						
	Jodhpore section	1st half	851	6,453	6,036	16	2,295
		2nd half	1,291	11,149	10,005	...	2,195
		Total	2,142	17,602	16,041	16	4,990
	Bikaneer section	1st half	89	668	625	2	228
		2nd half	142	2,052	1,101	...	237
		Total	231	2,720	1,726	2	465
LXVIII	Oodeypore-Chitor (*b*)	1st half	Included with the Rajputana-Malwa railway.				
		2nd half					
		Total					
LXIX	Bhávnagar-Gondal-Junágarh-Porbandar	1st half	5,996	10,824	6,705	553	4,032
		2nd half	5,619	7,852	10,394	606	3,848
		Total	11,615	18,676	17,099	1,159	7,880
LXX	Jetalsar-Rájkot	1st half	Included with the Bhávnagar-Gondal-Junágarh-Porbandar railway.				
		2nd half					
		Total					
	Total metre gauge	1st half	1,45,233	4,36,799	5,52,311	8,959	1,57,956
		2nd half	1,46,741	4,81,070	6,01,855	10,900	1,85,920
		Total (*a*)	2,91,974	9,17,869	11,54,166	19,859	3,23,876
	Special gauges.						
	Cherra-Companygunj (2′ 6″)	1st half	...	...	...	...	...
		2nd half	...	...	...	...	...
		Total	...	...	...	...	...
LXXVII	Jorhát (2′ 0″)	1st half	...	...	...	...	...
		2nd half	...	...	...	...	...
		Total	...	...	...	...	...
LXXVIII	Darjeeling-Himalayan (2′ 0″)	1st half	2,540	5,831	9,082	85	2,281
		2nd half	2,519	8,532	9,314	90	1,611
		Total	5,059	14,353	18,396	175	3,892
LXXX	The Gaekwar's Dabhoi (2′ 6″)	1st half	152	1,126	4,149	...	1,305
		2nd half	152	1,289	8,002	...	1,466
		Total	304	2,415	12,151	...	2,771
LXXXII	Cooch Behar (2′ 6″)	1st half	136	—10	235	6	172
		2nd half	Details not furnished.		...	...	...
		Total	136	—10	235	6	172
LXXXIII	Morvi (2′ 6″)	1st half	457	1,033	363	...	864
		2nd half	632	1,513	239	...	979
		Total	1,089	3,446	602	...	1,843
	Total special gauges	1st half	3,285	8,870	13,829	91	4,622
		2nd half	3,303	11,334	17,555	90	4,056
		Total	6,588	20,204	31,384	181	8,678
	Total of all gauges for the year	...	9,11,269	29,82,638	49,35,848	2,01,753	11,84,419

A—*continued.*

RAILWAYS—(PART I)—*continued.*

AND WAGON EXPENSES—*concluded.*

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1895.

Other Charges.	Total.	* Deductions.	Net total.	1895.	Serial Number.	Remarks.
£	£	£	£			
23,914	12,59,242	90,205	12,23,859	1st half		
35,610	13,66,949	1,00,877	13,25,232	2nd half		
59,524	26,27,412	1,91,082	25,59,312	Total (a)		(a) Including the Deoghur railway, for which yearly figures are shown.
...	20,467	...	20,467	1st half	LX	
...	18,746	...	18,746	2nd half		
..	39,213	..	39,213	Total.		
			6,820	1st half	LXIII	
			6,980	2nd half		
			13,800	Total.		
			3,082	1st half	LXIV	
			2,686	2nd half		
			5,768	Total.		
			4,432	1st half	LXV	
			4,722	2nd half		
			9,154	Total.		
			892	1st half	LXVI	
			970	2nd half		
			1,862	Total.		
94	15,745	...	15,745	1st half	LXVII	
147	24,787	...	24,787	2nd half		
241	40,532	...	40,532	Total.		
2	1,614	...	1,614	1st half		
10	3,542	...	3,542	2nd half		
12	5,156	...	5,156	Total.		
...	...	...	...	1st half	LXVIII	(b) Opened for traffic on the 12 August 1895.
			2,842	2nd half		
			2,842	Total .		
379	28,579	2,885	25,694	1st half	LXIX	
133	28,302	2,889	25,473	2nd half		
512	56,941	5,774	51,167	Total.		
...	...	...	2,885	1st half	LXX	
			2,889	2nd half		
			5,774	Total.		
24,389	13,25,647	93,090	13,05,490	1st half		
35,900	14,42,386	1,03,766	14,18,389	2nd half		
60,289	27,69,254	1,96,856	27,25,580	Total (a)		
...	1,648	...	1,648	1st half		
...	1,376	...	1,376	2nd half		
..	3,024	...	3,024	Total.		
...	2,243	...	2,243	1st half	LXXVII	
...	2,193	...	2,193	2nd half		
..	4,436	...	4,436	Total.		
769	20,578	315	20,263	1st half	LXXVIII	
399	22,465	...	22,465	2nd half		
1,168	43,043	315	42,728	Total.		
1,219	7,951	...	7,951	1st half	LXXX	
2,103	13,012	...	13,012	2nd half		
3,322	20,963	...	20,963	Total.		
12	551	...	551	1st half	LXXXII	
...	533	...	533	2nd half		
12	1,084	...	1,084	Total.		
...	3,617	...	3,617	1st half	LXXXIII	
...	3,363	...	3,363	2nd half		
...	6,980	...	6,980	Total.		
2,000	36,588	315	36,273	1st half		
2,502	42,942	...	42,942	2nd half		
4,502	79,530	315	79,215	Total.		
5,02,858	1,07,57,909	3,68,679	1,07,40,174			

APPENDIX

STATISTICS OF INDIAN

DETAIL OF

Half-years ended the 30th June and the 31st December 1895. [From Abstract D o

Serial Number.	Railway.	1895.	General superintendence.	Station staff.	Train staff.	Fuel, lighting and general stores.	Clothing.	Printing, stationery and tickets.	Charges for delivery and collection of goods.
			£	£	£	£	£	£	£
	STANDARD GAUGE.								
I	East Indian	1st half	1,68,536	8,19,441	3,41,925	1,25,838	22,675	47,801	2,643
		2nd half	2,06,313	7,72,206	3,48,861	1,37,513	10,679	60,553	4,596
		Total	4,04,289	15,91,647	6,90,786	2,58,391	33,354	1,08,354	7,239
II	Bengal-Nágpur	1st half	50,199	1,16,054	34,277	35,999	620	27,967	74
		2nd half	54,415	99,987	30,933	20,251	1,411	15,182	140
		Total	1,04,614	2,16,041	65,210	56,250	2,031	43,149	214
III	Indian Midland	1st half	47,922	1,01,966	33,406	27,239	1,268	14,906	99
		2nd half	44,773	92,593	29,759	24,582	896	17,282	202
		Total	92,695	1,94,559	63,165	51,821	2,164	32,188	301
V	Godhra-Rutlam-Nagda (open section).	1st half 2nd half Total	Included with the Rajputana-Malwa railway.						
VIII	East Coast (state) (Bezwada Extension).	1st half 2nd half Total	Included with the Nizam's Guaranteed State railway.						
XII	North Western (state)	1st half	1,93,659	6,68,267	2,78,851	1,43,214	22,104	56,267	50
		2nd half	1,97,047	6,61,695	2,69,314	1,35,481	24,751	53,690	116
		Total	3,90,706	13,29,962	5,48,165	2,78,695	46,855	1,09,957	166
XIII	Hyderabad-Shadipalli	1st half 2nd half Total	Included with the North Western (state) railway.						
XIV	Oudh and Rohilkhand (state)	1st half	56,052	1,92,286	74,311	41,629	5,114	22,051	870
		2nd half	51,888	1,78,803	64,185	47,751	8,913	17,894	870
		Total	1,07,940	3,71,089	1,38,496	89,380	14,027	39,945	1,740
XV	Eastern Bengal (state) (a)	1st half	84,116	4,08,411	64,815	56,856	5,763	25,885	4,102
		2nd half	88,140	4,65,933	70,925	65,943	4,316	28,930	8,485
		Total	1,72,256	8,74,344	1,35,810	1,22,799	10,079	54,815	12,587
XVI	Bengal Central	1st half 2nd half Total	Included with the Eastern Bengal (state) railway (standard gauge).						
XVII	Calcutta Port Commissioners'	1st half	9,251	42,121	4,616	636	530	2,266	...
		2nd half	9,218	35,852	4,464	286	523	6,194	...
		Total	18,469	77,973	9,080	922	1,053	8,460	...
XVIII	East Coast (state)	1st half	34,233	60,123	12,670	8,924	3,001	8,280	...
		2nd half	33,408	48,530	13,212	5,486	804	9,616	...
		Total	67,638	1,08,659	25,882	14,410	3,805	17,926	...
XXIV	Great Indian Peninsula	1st half	1,59,427	6,69,942	4,26,386	1,11,087	6,648	65,797	6,027
		2nd half	1,46,526	6,08,874	3,50,112	1,23,514	29,276	57,105	5,525
		Total	3,05,953	12,78,826	7,76,498	2,64,601	28,924	1,23,102	11,552
XXV	Bombay, Baroda and Central India.	1st half	55,017	2,72,916	52,274	50,076	9,357	39,776	4,387
		2nd half	53,846	2,48,302	46,362	71,396	10,217	29,522	4,152
		Total	1,08,863	5,21,218	98,636	1,21,472	19,574	69,298	8,539
XXVI	Madras	1st half	72,660	1,88,748	49,116	39,048	4,840	42,122	874
		2nd half	72,535	1,90,841	49,846	43,561	5,790	37,451	988
		Total	1,45,195	3,79,589	98,962	82,609	10,630	79,573	1,862
XXXIII	Bina-Goona	1st half 2nd half Total	Included with the Indian Midland railway.						
XXXVI	The Nizam's Guaranteed State	1st half	21,809	51,303	17,739	13,190	203	8,163	...
		2nd half	21,405	52,297	17,865	13,038	1,940	7,495	...
		Total	43,214	1,03,600	35,604	25,228	2,143	15,658	...
XXXVII	The Gaekwar's Pethád	1st half 2nd half Total	Included with the Bombay, Baroda and Central India railway.						
	Total standard gauge carried over.	1st half	9,82,921	35,92,478	13,90,456	6,83,776	82,123	3,61,281	19,126
		2nd half	9,79,513	34,55,929	12,95,838	6,82,802	92,716	3,41,144	25,074
		Total	19,62,432	70,48,407	26,86,294	13,66,578	1,74,839	7,02,425	44,200

—*continued.*

Half-years ended the 30th June and the 31st December 1845.

Miscellaneous expenses.	Payments to other lines for expenses at joint stations.	Other charges.	Total.	Deductions.	Net total.	1895.	Serial Number.	Remarks.
£	£	£	£	£	£			
20,695	21,037	3,035	16,03,706	23	16,03,683	1st half	I	
31,070	25,117	3,469	15,95,377	...	15,95,377	2nd half		
51,765	46,154	6,504	31,99,083	23	31,99,060	Total.		
650	20,870	1,115	2,88,725	...	2,88,725	1st half	II	
961	22,711	1,639	2,47,630	...	2,47,630	2nd half		
1,611	43,581	2,754	5,36,355	...	5,36,355	Total.		
589	22,210	378	2,49,983	506	2,49,477	1st half	III	
1,002	22,320	439	2,33,848	...	2,33,848	2nd half		
1,591	44,530	817	4,83,831	506	4,83,325	Total.		
					44,285	1st half	V	
					37,604	2nd half		
					81,889	Total.		
					5,241	1st half	VIII	
					7,918	2nd half		
					13,159	Total.		
2,153	22,306	9,883	13,6,754	72,310	13,24,444	1st half	XII	
1,733	23,810	17,808	13,85,445	47,601	13,37,844	2nd half		
3,886	46,116	27,691	27,82,199	1,19,911	26,62,288	Total.		
					8,318	1st half	XIII	
					6,01	2nd half		
					15,019	Total.		
192	15,869	763	4,10,137	...	4,10,137	1st half	XIV	
261	20,130	926	3,91,621	...	3,91,621	2nd half		
453	36,999	1,689	8,01,758	...	8,01,758	Total.		
6,075	...	9,038	6,66,081	* 55,604	6,10,477	1st half	XV	
2,584	...	10,417	7,15,873	73,354	6,72,519	2nd half		
9,559	...	19,505	14,11,954	1,28,958	12,82,996	Total.		(a) Including the metro and special gauge sections of the undertaking, and the Bengal Central railway. From the column "Net total" the Bengal Central railway has been excluded.
					55,004	1st half	XVI	
					73,254	2nd half		
					1,28, 58	Total.		
						1st half	XVII	
...	...	...	59,420	...	59,420	2nd half		
...	...	...	56,537	...	56,537	Total.		
...	...	...	1,15,957	...	1,15,957			
155	3,213	130	1,30,729	...	1,30,729	1st half	XVIII	
223	1,668	85	1,13,065	...	1,13,065	2nd half		
378	4,881	215	2,43,794	...	2,43,794	Total.		
3,501	14,593	48,658	15,42,066	...	15,42,066	1st half	XXIV	
9,954	17,574	55,591	13,97,261	1,907	13,95,354	2nd half		
13,455	32,167	1,04,249	29,39,327	1,907	29,37,420	Total.		
1,078	20,273	—14,427	4,90,727	1,900	4,88,827	1st half	XXV	
1,067	19,354	11,538	4,94,756	2,328	4,92,428	2nd half		
2,145	38,627	—2,889	9,85,483	4,228	9,81,255	Total.		
2,303	7,397	20,429	4,27,737	5,622	4,22,115	1st half	XXVI	
2,373	7,302	5,841	4,16,528	6,767	4,09,761	2nd half		
4,876	14,699	26,270	8,44,265	12,389	8,31,876	Total.		
					506	1st half	XXXIII	
					...	2nd half		
					506	Total.		
649	11,765	60	1,24,881	5,241	1,19,640	1st half	XXXVI	
872	10,284	36	1,24,232	7,918	1,16,314	2nd half		
1,521	22,049	96	2,49,113	13,159	2,35,954	Total.		
					1,600	1st half	XXXVII	
					2,328	2nd half		
					4,228	Total.		
			00,946	1,41,206	73,65,504	1st half		
			73	1,39,875	71,50,203	2nd half		
			2,81,081		1,45,55,797	Total.		

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Half-years ended the 30th June and the 31st December 1895. [From A...

Serial Number.	Railway.	1895.	General superintendence.	Station staff.	Train staff.	Fuel, lighting and general stores.	Clothing.	Printing, stationery and tickets.	Charges for delivery and collection of goods.
	STANDARD GAUGE—*concld.*		R	R	R	R	R	R	R
	Brought forward STANDARD GAUGE.	1st half	9,82,921	35,92,478	13,90,456	6,83,776	82,123	3,61,281	19,126
		2nd half	9,79,511	34,55,929	12,95,838	6,82,802	92,716	3,41,144	25,074
		Total	19,62,432	70,48,407	26,86,294	13,66,578	1,74,839	7,02,425	44,200
XXXVIII	Kolar Gold-fields	1st half	Included with the Madras railway.					...	...
		2nd half							
		Total							
XL	Rájpura-Bhátinda	1st half	Included with the North Western (state) railway.					...	...
		2nd half							
		Total							
	TOTAL STANDARD GAUGE	1st half	9,82,921	35,92,478	13,90,456	6,83,776	82,123	3,61,281	19,126
		2nd half	9,79,511	34,55,929	12,95,838	6,82,802	92,716	3,41,144	25,074
	METER GAUGE.	Total	19,62,432	70,48,4	26,86,294	13,66,578	1,74,839	7,02,425	44,200
XLIII	Bengal and North-Western—Tirhoot section Company's section	1st half	35,027	83,148	28,821	23,853	1,654	16,935	4,977
		2nd half	40,033	81,746	27,496	22,414	4,254	18,908	6,811
		Total	75,060	1,64,894	56,317	46,267	5,908	35,843	11,788
XLV	Rajputana-Malwa	1st half	1,39,270	4,15,317	1,27,746	57,415	12,100	52,107	70
		2nd half	1,35,629	3,53,741	1,11,960	83,071	15,044	54,004	67
		Total	2,74,899	7,69,058	2,39,706	1,40,486	27,144	1,06,111	137
XLVI	Pálanpur-Deesa	1st half	Included with the Rajputana-Malwa railway.				...	...	...
		2nd half							
		Total							
XLVII	Southern Mahratta	1st half	72,492	1,71,499	58,087	62,857	11,023	25,482	...
		2nd half	75,770	1,72,230	58,709	56,853	13,101	29,367	...
		Total	1,48,262	3,43,729	1,16,796	1,19,710	24,124	54,849	...
XLVIII	Guntakal-Mysore frontier	1st half	Included with the Southern Mahratta railway.					...	...
		2nd half							
		Total							
XLIX	Southern Mahratta (Mysore section).	1st half							
		2nd half							
		Total							
L	South Indian	1st half	55,172	1,64,548	34,849	56,687	473	50,808	8
		2nd half	53,434	1,65,309	34,826	54,583	10,422	48,245	4
		Total	1,08,606	3,29,857	69,675	1,11,270	10,895	99,053	12
LI	Máyavaram-Mutupet	1st half	Included with the South Indian railway.				...	...	...
		2nd half							
		Total							
LII	Assam-Bengal (*a*)	1st half	...	...	...	...	...	...	...
		2nd half	16,104	14,360	5,945	255	...	9,191	...
		Total	16,104	14,360	5,945	255	...	9,191	...
LIV	Burma (state)	1st half	50,893	1,91,939	48,338	39,787	7,185	15,512	...
		2nd half	51,058	1,80,502	46,547	39,171	10,651	21,072	...
		Total	1,01,951	3,72,441	94,885	78,958	17,836	36,584	...
LVII	Deoghur	1st half	Details not furnished.			...	...	...	...
		2nd half							
		Total							
LVIII	Rohilkund and Kumaon (Company's section) (*b*)	1st half	15,119	23,120	7,948	7,175	103	5,351	...
		2nd half	11,001	20,872	7,455	4,578	244	5,932	...
		Total	26,120	43,992	15,403	11,753	347	12,283	...
LIX	Bengal Dooars	1st half	2,704	3,815	266	289	...	438	
		2nd half	2,558	7,748	661	330	131	1,085	
		Total	5,262	11,563	927				
	TOTAL METER GAUGE carried over	1st half	3,70,677	10,53,386	3,06,05				
		2nd half	3,85,587	9,96,508	2,93,8				
		Total (*c*)	7,56,264	20,49,894					

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[illegible]counts.] Half-years ended the 30th June and the 31st December 1895.

Miscellaneous expenses.	Payments to other lines for expenses at joint stations.	Other charges.	Total.	Deductions.	Net total.	1895.	Serial Number.	Remarks.
R	*R*	*R*	*R*	*R*	*R*			
39,140	1,60,533	79,112	73,90,946	1,11,206	73,65,594	1st half		
52,100	1,69,270	1,07,789	72,02,173	1,39,875	71,90,203	2nd half		
91,240	3,29,803	1,86,901	1,45,93,119	2,81,081	1,43,55,797	Total.		
					5,524	1st half	XXXVIII	
					6,767	2nd half		
					12,291	Total.		
					63,992	1st half	XL	
					40,900	2nd half		
					1,04,892	Total.		
39,140	1,60,533	79,112	73,90,946	1,41,206	74,35,110	1st half		
52,100	1,69,270	1,07,789	72,02,173	1,19,875	72,31,870	2nd half		
91,240	3,29,803	1,86,901	1,45,93,119	2,81,081	1,46,72,980	Total.		
1,378	60	29,130	2,24,983	...	2,24,983	1st half	XLIII	
4,201	24	9,462	2,15,349	...	2,15,349	2nd half		
5,579	84	38,592	4,40,332	...	4,40,332	Total.		
3,044	31,504	1,521	8,40,094	57,122	7,82,972	1st half	XLV	
2,671	36,098	1,365	7,93,680	53,376	7,40,274	2nd half		
5,715	67,602	2,886	16,33,744	1,10,498	15,23,246	Total.		
					1,305	1st half	XLVI	
					1,166	2nd half		
					2,471	Total.		
4,648	23,025	1,620	4,30,753	1,07,541	3,23,212	1st half	XLVII	
4,909	21,023	840	4,32,802	1,23,956	3,08,846	2nd half		
9,557	44,068	2,460	8,63,555	2,31,497	6,32,058	Total.		
					20,047	1st half	XLVIII	(a) Opened for traffic on the 1st July 1895.
					22,205	2nd half		
					42,252	Total.		
					70,294	1st half	XLIX	
					83,986	2nd half		
					1,54,280	Total.		
2,444	8,841	3,413	3,77,243	18,032	3,59,211	1st half	L	
2,375	9,719	3,275	3,82,192	13,254	3,68,938	2nd half		
4,819	18,560	6,688	7,59,435	31,286	7,28,149	Total.		
					9,538	1st half	LI	
					10,277	2nd half		
					19,815	Total.		
253	...	77	46,185	...	46,185	1st half	LII	
						2nd half		
253	...	77	46,185	...	46,185	Total.		
1,762	...	2,080	3,57,496	...	3,57,496	1st half	LIV	
1,915	...	2,110	3,53,026	...	3,53,026	2nd half		
3,677	...	4,190	7,10,522	...	7,10,522	Total.		
			4,975	...	4,975	1st half	LVII	
						2nd half		
			4,975	...	4,975	Total.		
916	9,806	17	70,575	...	70,575	1st half	LVIII	(b) Including the Rohilkund and Kumaon railway (Lucknow-Bareilly section).
623	4,279	20	55,004	...	55,004	2nd half		
1,539	14,085	37	1,25,579	...	1,25,579	Total.		
170	...	...	7,682	...	7,682	1st half	LIX	
131	...	253	12,897	...	12,897	2nd half		
301	...	253	20,579	...	20,579	Total.		
14,382	73,256	37,781	23,08,826	1,82,695	22,27,915	1st half		
17,078	71,143	17,402	23,91,105	1,90,586	22,18,153	2nd half		
31,460	1,44,399	55,183	46,04,906	3,73,281	44,51,043	Total (c)		(c) Including the Dooghur railway, for which yearly figures are shown.

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Half-years ended the 30th June and the 31st December 1895. [From Abs

Serial Number.	Railway.	1895.	General superintendence.	Station staff.	Train staff.	Fuel, lighting and general stores.	Clothing.	Printing, stationary and tickets.	Charges for delivery and collection of goods.
			R	R	R	R	R	R	R
	METRE GAUGE—*concld.*								
	Brought forward METRE GAUGE	1st half	3,70,677	10,53,386	3,00,055	2,48,063	32,538	1,67,633	5,055
		2nd half	3,85,587	9,90,508	2,93,999	2,01,255	53,847	1,87,804	6,882
		Total (*a*)	7,56,264	20,19,894	5,99,654	5,09,318	86,385	3,55,437	11,937
LX	Dibru-Sadiya	1st half	3,820	9,321	2,093	484	33	1,031	2,377
		2nd half	4,098	9,177	2,039	962	89	2,852	2,658
		Total	7,918	18,498	4,132	1,446	122	3,883	5,035
LXIII	The Gaekwar's Mehsána	1st half	Included with the Rajputana-Malwa railway.						
		2nd half							
		Total							
LXIV	Kolhápur	1st half							
		2nd half							
		Total							
LXV	Yeswantpur-Mysore frontier	1st half	Included with the Southern Mahratta railway.						
		2nd half							
		Total							
LXVI	Mysore-Nanjangód	1st half							
		2nd half							
		Total							
LXVII	Jodhpore-Bikaneer—								
	Jodhpore section	1st half	7,900	12,839	1,827	2,847	4	2,882	...
		2nd half	7,227	12,539	1,840	3,647	19	3,500	...
		Total	15,127	25,378	3,667	6,494	23	6,382	...
	Bikaneer section	1st half	829	1,533	187	271	...	255	...
		2nd half	787	1,731	201	397	...	351	...
		Total	1,616	3,264	388	662	...	606	...
LXVIII	Oodeypore-Chitor (*b*)	1st half	Included with the Rajputana-Malwa railway.						
		2nd half							
		Total							
LXIX	Bhávnagar-Goudal-Junágarh-Porbandar	1st half	21,504	57,107	8,067	16,136	950	8,459	...
		2nd half	21,004	41,337	6,176	6,353	1,097	7,092	...
		Total	42,508	98,444	14,237	22,569	2,047	15,551	...
LXX	Jetalsar-Rájkot	1st half	Included with the Bhávnagar-Goudal-Junágarh-Porbandar railway.						
		2nd half							
		Total							
	TOTAL METRE GAUGE	1st half	4,04,730	11,34,186	3,18,223	2,67,821	33,525	1,80,260	7,432
		2nd half	4,18,703	10,61,292	3,03,855	2,72,608	55,052	2,01,599	9,540
		Total (*a*)	8,23,433	21,95,478	6,22,078	5,40,429	88,577	3,81,859	16,972
	SPECIAL GAUGES								
	Chern-Goupanyganj (2' 6")	1st half							
		2nd half							
		Total	Details not furnished.						
LXXVII	Jodhpur (2' 0")	1st half							
		2nd half							
		Total							
LXXVIII	Darjeeling-Himalayan (2' 0")	1st half	3,000	11,078	3,310	2,728	154	876	...
		2nd half	3,185	11,329	3,291	2,500	149	704	...
		Total	6,185	22,407	6,601	5,228	303	1,580	...
LXXX	The Gaekwar's Dabhoi (2' 6")	1st half	608	5,151	507	593	271	572	...
		2nd half	608	4,334	550	3,886	145	596	...
		Total	1,216	9,485	1,057	4,479	416	1,168	...
LXXXII	Cooch Behar (2' 6")	1st half	1	2,718	432	720	10	176	...
		2nd half	Details not furnished.						
		Total	1	2,718	432	720	10	176	...
LXXXIII	Morvi (2' 6")	1st half	3,409	7,472	1,547	2,703	216	2,152	...
		2nd half	3,247	6,831	1,477	1,956	393	2,108	...
		Total	6,656	14,303	3,024	4,659	609	4,260	500
	TOTAL SPECIAL GAUGES	1st half	7,018	26,419	5,796	6,744	651	3,776	1,578
		2nd half	7,040	22,494	5,318	8,342	687	3,408	3,432
		Total	14,058	48,913	11,114	15,086	1,338	7,184	5,010
	TOTAL OF ALL GAUGES FOR THE YEAR.		27,99,923	92,92,798	33,19,480	19,22,095	2,64,754	10,91,468	66,182

continued.

Half-years ended the 30th June and the 31st December 1895.

Miscellaneous expenses.	Payments to other lines for expenses at joint stations.	Other charges.	TOTAL.	Deductions.	NET TOTAL.	1895.	Serial Number.	REMARKS.
£	£	£	£	£	£			
14,382	73,256	37,781	23,08,826	1,82,695	22,27,915	1st half		
17,078	71,143	17,402	22,91,105	1,90,586	22,18,153	2nd half		
31,460	1,44,399	55,183	46,04,926	3,73,281	44,51,043	Total (a)		(a) Including the Deoghur railway, for which yearly figures are shown.
89	...	...	19,248	...	19,248	1st half	LX	
88	...	3	21,966	...	21,966	2nd half		
177	...	3	41,214	...	41,214	Total.		
					11,533	1st half	LXIII	
					10,380	2nd half		
					21,913	Total.		
					6,085	1st half	LXIV	
					5,695	2nd half		
					11,780	Total.		
					8,753	1st half	LXV	
					10,014	2nd half		
					18,767	Total.		
					1,762	1st half	LXVI	
					2,056	2nd half		
					3,818	Total.		
21	453	1	28,774	...	28,774	1st half	LXVII	
24	418	1	29,215	...	29,215	2nd half		
45	871	2	57,989	...	57,989	Total.		
2	...	...	3,077	...	3,077	1st half		
3	...	...	3,464	...	3,464	2nd half		
5	...	...	6,541	...	6,541	Total.		
					(b)	1st half	LXVIII	(b) Opened for traffic on the 1st August 1895.
					4,226	2nd half		
					4,226	Total.		
2,844	3,897	2,625	1,21,603	9,817	1,11,786	1st half	LXIX	
2,172	3,311	331	88,873	7,480	81,393	2nd half		
5,016	7,208	2,956	2,10,476	17,297	1,93,179	Total.		
					9,817	1st half	LXX	
					7,480	2nd half		
					17,297	Total.		
17,338	77,606	49,407	24,81,528	1,92,512	24,28,750	1st half		
19,365	74,872	17,737	24,34,623	1,93,066	23,94,042	2nd half		
36,703	1,52,478	58,144	49,21,126	3,90,578	48,27,767	Total (a)		
			2,635	...	2,635	1st half		
			2,653	...	2,653	2nd half		
			5,288	...	5,288	Total.		
			7,312	...	7,312	1st half	LXXVII	
			9,509	...	9,509	2nd half		
			16,821	...	16,821	Total.		
1	4,237	...	25,384	...	25,384	1st half	LXXVIII	
...	4,099	...	25,257	...	25,257	2nd half		
1	8,336	...	50,641	...	50,641	Total.		
...	2,231	...	9,033	...	9,033	1st half	LXXX	
...	1,587	...	11,706	...	11,706	2nd half		
...	3,818	...	21,639	...	21,639	Total.		
80	...	419	4,556	...	4,556	1st half	LXXXII	
...	...	...	4,222	...	4,222	2nd half		
80	...	419	8,778	...	8,778	Total.		
71	...	136	19,284	...	19,284	1st half	LXXXIII	
70	...	92	19,606	...	19,606	2nd half		
141	...	228	38,890	..	38,890	Total.		
152	6,468	555	69,104	...	69,104	1st half		
70	5,686	92	72,953	...	72,953	2nd half		
222	12,154	647	1,42,057	...	1,42,057	Total.		
1,28,165	4,94,435	2,45,092	1,99,56,302	6,71,659	1,96,42,804			

Half-years ended the 30th June and the 31st December 1895.

Serial Number.	Railway.	1895.	Home expenditure or general administration.	Agent's office.	Audit, accounts and pay office.	Stores department.	Medical department.	Rents and miscellaneous.	Police.
			£	£	£	£	£	£	£
	STANDARD GAUGE.								
I	East Indian . .	1st half	1,60,597	57,937	2,08,333	75,575	52,146	61,231	87,359
		2nd half	1,56,745	53,806	2,07,083	77,890	53,576	73,581	80,329
		Total .	3,17,342	1,06,743	4,15,416	1,53,465	1,05,922	1,34,812	1,67,688
II	Bengal-Nágpur . .	1st half	84,165	31,959	68,629	16,961	13,387	18,135	13,105
		2nd half	98,808	34,612	65,078	16,507	14,446	18,561	16,458
		Total .	1,82,973	66,571	1,33,707	33,468	27,833	36,696	29,563
III	Indian Midland . .	1st half	62,375	27,459	61,395	16,122	7,792	13,672	19,867
		2nd half	64,249	28,843	56,856	15,781	8,314	14,032	24,911
		Total .	1,26,624	56,302	1,18,251	31,903	16,106	27,704	44,778
V	Godhra-Ratlam-Nagda (open section).	1st half	Included with the Rajputana-Malwa railway.				...	...	...
		2nd half							
		Total .							
VI	Wardha Coal . .	1st half	Included with the Great Indian Peninsula railway				...	...	...
		2nd half							
		Total .							
VII	Dhond-Manmád . .	1st half	Included with the Great Indian Peninsula railway				...	...	...
		2nd half							
		Total .							
VII	East Coast (state) (Bezwada extension).	1st half	Included with the Nizam's Guaranteed State railway				...	...	...
		2nd half							
		Total .							
XII	North Western (state) . .	1st half	25,855	64,356	1,62,893	42,510	31,769	39,550	51,401
		2nd half	...	65,240	1,61,886	46,748	33,453	33,380	51,728
		Total .	25,855	1,29,596	3,24,781	89,258	65,222	72,930	1,03,189
XIII	Hyderabad-Shadipalli . .	1st half	Included with the North Western (state) railway					611	...
		2nd half						...	...
		Total .						611	...
XIV	Oudh and Rohilkhand (state).	1st half	11,871	27,516	61,828	15,405	11,881	15,901	13,721
		2nd half	...	24,617	59,946	14,562	11,657	10,974	13,522
		Total .	11,871	52,133	1,21,774	29,967	23,538	26,875	27,243
XV	Eastern Bengal (state) (a)	1st half	10,423	40,084	81,666	8,774	20,173	18,278	18,272
		2nd half	...	40,220	80,645	8,830	20,816	15,341	18,035
		Total .	10,423	80,304	1,62,311	17,604	40,989	33,619	36,307
XVI	Bengal Central . .	1st half	21,258	5,283	3,300	378	483	500	...
		2nd half	20,791	5,132	3,300	378	483	1,208	...
		Total .	42,049	10,415	6,600	756	966	2,108	...
XVII	Calcutta Port Commissioners'.	1st half	...	4,081	1,010	...	...	3,600	...
		2nd half	...	3,710	1,000	...	...	1,400	...
		Total .	...	7,791	2,010	...	...	5,000	...
XVIII	East Coast (state) . .	1st half	...	13,349	18,063	4,434	2,517	7,419	2,477
		2nd half	...	7,842	18,792	5,615	2,190	10,074	2,491
		Total .	...	21,191	36,855	10,049	4,707	17,493	4,968
XXIV	Great Indian Peninsula . .	1st half	49,246	54,118	1,74,514	57,387	34,342	38,231	68,295
		2nd half	46,590	52,103	1,69,171	53,661	33,283	28,438	69,124
		Total .	95,836	1,06,221	3,43,685	1,11,051	67,625	66,669	1,37,419
XXV	Bombay, Baroda and Central India.	1st half	15,416	22,240	78,951	25,904	14,427	27,518	27,549
		2nd half	20,316	19,503	80,354	27,036	14,252	29,605	24,070
		Total .	35,732	41,743	1,59,305	53,900	28,679	57,123	51,619
XXVI	Madras . . .	1st half	36,836	29,972	71,644	11,569	14,724	11,334	18,065
		2nd half	37,433	28,097	71,475	11,354	15,293	10,500	18,508
		Total .	74,269	58,069	1,43,119	22,923	30,017	21,894	36,573
XXXII	Amrioti . . .	1st half	Included with the Great Indian Peninsula railway				...	...	...
		2nd half							
		Total .							
XXXIII	Bina-Goona . .	1st half	Included with the Indian Midland railway				...	...	...
		2nd half							
		Total .							
XXXVI	The Nizam's Guaranteed State.	1st half	39,884	12,529	35,825	7,358	7,291	14,976	15,61
		2nd half	41,332	12,103	37,212	7,302	10,533	12,563	
		Total .	81,216	24,632	73,037	14,720	17,824	27,539	
XXXVII	The Gaekwar's Petiád . .	1st half	Included with the Bombay, Baroda and Central India railway				...	...	...
		2nd half							
		Total .							
	TOTAL STANDARD GAUGE carried over.	1st half	5,18,226	3,85,883	10,28,053	2,82,437	2,11,132	2,71,456	3,35,984
		2nd half	4,86,264	3,76,128	10,12,793	2,86,627	2,18,296	2,59,817	3,34,140
		Total .	10,04,490	7,62,011	20,40,851	5,69,064	4,29,428	5,31,273	6,70,124

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Half-years ended the 30th June and the 31st December 1895.

Advertising.	Electric telegraph.	Other charges.	TOTAL.	Deductions.	NET TOTAL.	1895.	Serial Number.	REMARKS.
R	*R*	*R*	*R*	*R*	*R*			
3,841	2,16,635	2,100	9,21,154	467	9,20,687	1st half	I	
5,718	2,04,665	1,889	9,15,282	1,264	9,14,018	2nd half		
9,559	4,21,300	3,989	18,36,436	1,731	18,34,705	Total.		
562	73,620	5,000	3,25,823	...	3,25,823	1st half	II	
1,036	67,818	1,069	3,34,393	...	3,34,393	2nd half		
1,598	1,41,438	6,069	6,60,216	...	6,60,216	Total.		
459	43,213	7	2,52,361	511	2,51,850	1st half	III	
538	45,566	4	2,59,114	...	2,59,114	2nd half		
997	88,799	11	5,11,475	511	5,10,964	Total.		
...	...	...	...	...	26,663	1st half	V	
					27,874	2nd half		
					54,542	Total.		
			(*a*) 743	...	(*a*) 743	1st half	VI	(*a*) Expenditure incurred direct by the State.
			(*a*) 743	...	(*a*) 743	2nd half		(*b*) Including R4,911 charged by the North Western (state) railway for working the line. The details are included with the figures of the former line.
			1,486	...	1,486	Total.		
...	...	...	(*a*) 6,491	...	(*a*) 6,491	1st half	VII	
			(*a*) 6,482	...	(*a*) 6,482	2nd half		
			12,973	...	12,973	Total.		
...	...	...	...	...	6,457	1st half	VIII	
					9,994	2nd half		
					10,451	Total.		
1,020	2,24,835	643	6,44,894	42,705	6,02,189	1st half	XII	
2,104	2,25,001	629	6,20,229	28,111	5,92,118	2nd half		
3,284	4,49,836	1,272	12,65,123	70,816	11,94,307	Total.		
...	...	...	611	...	(b)5,522	1st half	XIII	
...	...	...	...	...	3,957	2nd half		
...	...	...	611	...	9,479	Total.		
1,144	61,127	1,027	2,21,421	...	2,21,421	1st half	XIV	
536	60,874	633	1,97,321	...	1,97,321	2nd half		
1,680	1,22,001	1,660	4,18,742	...	4,18,742	Total.		
1,095	1,06,845	232	3,05,842	25,343	2,80,499	1st half	XV	(*c*) Including the metre and special gauge sections of the undertaking; also the Bengal Central railway. From the column "Net total" the Bengal Central railway has been excluded.
1,388	1,06,262	745	2,92,282	28,745	2,63,537	2nd half		
2,483	2,13,107	977	5,98,124	54,088	5,44,036	Total.		
...	...	...	31,602	...	(*d*) 30,945	1st half	XVI	(*d*) Including R25,343 charged by the Eastern Bengal (state) railway for working the Bengal Central railway. The details are included with the figures of the former line.
...	...	...	31,292	...	(*e*) 60,037	2nd half		
...	...	...	62,894	...	1,16,982	Total.		
...	1,272	145	10,108	...	10,108	1st half	XVII	(*e*) Including R28,745 charged by the Eastern Bengal (state) railway for working the Bengal Central railway. The details are included with the figures of the former line.
...	1,520	3,996	11,626	...	11,626	2nd half		
...	2,792	4,141	21,734	...	21,734	Total.		
644	31,812	...	80,715	...	80,715	1st half	XVIII	
163	35,276	1	82,444	...	82,444	2nd half		
807	67,088	1	1,63,159	...	1,63,159	Total.		
1,543	1,78,648	44,625	7,01,049	...	7,01,049	1st half	XXIV	
4,129	1,68,030	43,855	6,68,787	...	6,68,787	2nd half		
5,672	3,46,678	88,480	13,69,836	...	13 69,836	Total.		
998	47,979	18,361	2,79,403	1,082	2,78,321	1st half	XXV	
899	49,973	11,997	2,78,905	1,312	2,77,593	2nd half		
1,897	97,952	30,358	5,58,308	2,394	5,55,914	Total.		
2,426	66,066	33,172	2,95,808	7,654	2,88,154	1st half	XXVI	
2,531	68,118	31,527	2,94,896	9,668	2,85,228	2nd half		
4,957	134,184	64,699	5,90,704	17,322	5,73,382	Total.		
...	...	...	(*a*)442	...	(*a*) 442	1st half	XXXII	
			(*a*)443	...	(*a*) 443	2nd half		
			885	...	885	Total		
...	...	...	...	...	511	1st half	XXXIII	
			(*a*)1,173	...	(*a*)1,173	2nd half		
			1,173	...	1,004	Total.		
221	20,163	51	1,53,011	6,457	1,47,434	1st half	XXXVI	
278	20,360	106	1,56,813	9,994	1,46,819	2nd half		
499	40,523	157	3,10,724	16,451	2,94,273	Total.		
...	...	...	...	...	1,082	1st half	XXXVII	
					1,312	2nd half		
					2,394	Total.		
13,953	10,72,215	1,05,363	42,32,378	84,219	42,13,131	1st half		
19,380	10,53,483	19,451	41,52,225	79,094	41,45,013	2nd half		
33,333	21,25,698	2,01,814	83,84,603	1,63,313	83,58,144	Total.		

Half-years ended the 30th June and the 31st December 1895.

Serial Number.	Railway.	1895.	Home expenditure or general administration.	Agent's office.	Audit, accounts and pay office.	Stores department.	Medical department.	Rents and miscellaneous.	Police.
	STANDARD GAUGE—*concld.*		£	£	£	£	£	£	£
	Brought forward STANDARD GAUGE.	1st half	5,13,226	3,85,883	10,28,053	2,82,437	2,11,132	2,71,456	3,35,984
		2nd half	4,86,264	3,76,128	10,12,798	2,86,627	2,18,296	2,59,817	3,34,140
		Total .	10,04,490	7,62,011	20,40,851	5,69,064	4,29,428	5,31,273	6,70,124
XXXVIII	Kolar Gold-fields .	1st half	Included with the Madras railway				...	...	...
		2nd half							
		Total .							
XL	Rájpura-Bhatinda .	1st half	Included with the North Western (state) railway				...	...	...
		2nd half							
		Total .							
	TOTAL STANDARD GAUGE	1st half	5,18,226	3,85,883	10,28,053	2,82,437	2,11,132	2,71,456	3,35,984
		2nd half	4,86,264	3,76,128	10,12,798	2,86,627	2,18,296	2,59,817	3,34,140
		Total .	10,04,490	7,62,011	20,40,851	5,69,064	4,29,428	5,31,273	6,70,124
	METRE GAUGE.								
XLIII	Bengal and North-Western—Tirhoot section .	1st half	61,620	17,547	41,222	6,581	6,186	9,728	16,342
	Company's section .	2nd half	56,167	14,846	40,584	6,816	6,349	10,763	16,085
		Total .	1,17,787	32 393	81,806	13,397	12,535	20,491	32,427
XLV	Rajputana-Malwa .	1st half	1,06,496	31,282	1,18,817	44,422	29,064	25,818	63,767
		2nd half	1,17,911	30.276	1,28,765	41,923	29,492	28,112	64,230
		Total .	2,24,407	61,558	2,47,582	86,345	58,556	53,930	1,27,997
XLVI	Pdhappur-Deesa .	1st half	Included with the Rajputana-Malwa railway				...	...	...
		2nd half							
		Total .							
XLVII	Southern Mahratta .	1st half	1,02,470	28,422	73,077	19,007	15,676	19,381	33,831
		2nd half	1,01,911	25,664	74,308	19,274	15,538	24,022	33,209
		Total .	2,04,381	54,086	1.47 385	38,281	31,214	43,403	67,040
XLVIII	Guntakal-Mysore frontier.	1st half							
		2nd half							
XLIX	Southern Mahratta (Mysore section).	Total	Included with the Southern Mahratta railway				...	...	...
		1st half							
		2nd half							
		Total .							
L	South Indian .	1st half	93,288	21,193	68,467	14,479	12,817	18,688	16,091
		2nd half	96,019	56,460	69,595	14,799	13,556	18,588	18,181
		Total .	1,89,307	77,653	1,38,062	29,278	26,373	37,276	34,272
LI	Mdyavaram-Mutupet .	1st half	Included with the South Indian railway				...	...	...
		2nd half							
		Total .							
LII	Assam-Bengal (a) .	1st half	...	...	...	...	...	...	...
		2nd half	13,023	8,167	17,339	2,943	1,737	1,357	544
		Total .	13,023	8.167	17,339	2,943	1,737	1,357	544
LIV	Burma (state) .	1st half	...	26,945	54,175	21,887	8,666	13,053	10,509
		2nd half	...	27,199	53,500	17,675	11,361	11,256	13,880
		Total .	...	54,144	1,07,675	39 562	20,027	24,309	24,389
LVII	Deoghur . .	1st half	Details not furnished.		...	...	...	...	...
		2nd half							
		Total .							
LVIII	Rohilkund and Kumaon (Company's section) (b).	1st half	19,364	12,914	15,369	4,223	1,662	4,713	5,677
		2nd half	19,499	11,893	15,143	4,073	1,556	5,679	4,885
		Total .	38,863	24,837	30,512	8,296	3,218	10,392	10,562
LIX	Bengal Doears .	1st half	9,490	1,431	1,495	180	237	465	389
		2nd half	8,606	2,049	1,263	180	358	999	342
		Total .	18,096	3,483	2,958	360	595	1,464	731
LX	Dibru-Sadiya .	1st half	11,086	6,646	6,199	2,615	2,196	3,015	...
		2nd half	12,921	5,469	6,153	2,501	2,193	2,908	...
		Total .	24,007	12,115	12,752	5,416	4,389	5,923	...
	TOTAL METRE GAUGE carried over .	1st half	4,03,814	1,46,413	3,78,821	1,13,394	76,304	94,861	1,46,606
		2nd half	4,26 057	1,82,023	4,06,850	1,10,484	82,140	1,03,684	1,51,356
		Total (c)	8,29,871	3,28 436	7,85,671	2,23,878	1,58,644	1,98,545	2,97,962

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Half-years ended the 30th June and the 31st December 1895.

Advertising.	Electric telegraph.	Other charges.	TOTAL.	Deductions.	NET TOTAL.	1895.	Serial Number.	REMARKS.
R	*R*	*R*	*R*	*R*	*R*			
13,953	10,72,215	1,05,363	42,32,378	84,219	42,13,131	1st half		
19,380	10,53,483	96,451	41,52,225	79,094	41,45,013	2nd half		
33,333	21,25,698	2,01,814	83,84,603	1,63,313	83,58,144	Total		
...	...	...	...	...	3,769	1st half	XXXVIII	
					4,792	2nd half		
					8,561	Total.		
...	...	...	...	...	37,793	1st half	XL	
					24,156	2nd half		
					61,949	Total.		
13,953	10,72,215	1,05,363	42,32,378	84,219	42,54,693	1st half		
19,380	10,53,483	96,451	41,52,225	79,094	41,73,961	2nd half		
33,333	21,25,698	2,01,814	83,84,603	1,63,313	84,28,654	Total.		
487	51,482	255	2,11,450	...	2,11,450	1st half	XLIII	
264	55,809	5	2,07,688	...	2,07,688	2nd half		
751	1,07,291	260	4,19,138	...	4,19,138	Total.		
388	1,94,117	—957	6,13,214	36,130	5,77,084	1st half	XLV	
1,360	1,93,694	—159	6,35,904	40,558	5,95,346	2nd half		
1,748	3,88,111	—1,116	12,49,118	76,688	11,72,430	Total.		
...	...	...	...	...	962	1st half	XLVI	
					937	2nd half		
					1,899	Total.		
1,016	1,11,574	876	4,05,330	99,660	3,05,670	1st half	XLVII	
750	1,11,825	1,232	4,07,733	1,13,287	2,94,446	2nd half		
1,766	2,23,399	2,103	8,13,063	2,12,947	6,00,116	Total.		
...	...	...	...	...	16,861	1st half	XLVIII	
					18,173	2nd half		
					35,034	Total.		
					69,243	1st half	XLIX	
					80,576	2nd half		
					1,49,819	Total.		
1,913	61,203	481	3,08,620	10,186	2,98,434	1st half	L	
1,120	59,025	417	3,47,760	10,737	3,37,023	2nd half		
3,033	1,20,228	898	6,56,380	20,923	6,35,457	Total.		
...	...	...	...	...	7,925	1st half	LI	
					9,386	2nd half		
					17,311	Total.		
...	...	...	...	...	...	1st half	LII	(a) Opened for traffic on the 1st July 1895.
2,159	5,557	16	52,842	...	52,842	2nd half		
2,159	5,557	16	52,842	...	52,842	Total.		
2,452	60,179	1,464	2,05,330	...	2,05,330	1st half	LIV	
2,298	69,579	487	2,07,235	...	2,07,235	2nd half		
4,750	1,35,758	1,951	4,12,565	...	4,12,565	Total.		
...	...	...	2,649	...	2,649	1st half	LVII	
						2nd half		
			2,649	...	2,649	Total.		
451	13,050	17	77,470	...	77,470	1st half	LVIII	(b) Including the Lucknow-Bareilly section.
358	13,157	31	76,274	...	76,274	2nd half		
809	26,207	48	1,53,744	...	1,53,744	Total.		
...	1,553	...	15,243	...	15,243	1st half	LIX	
45	1,922	...	15,964	...	15,964	2nd half		
45	3,475	...	31,207	...	31,207	Total.		
16	6,638	...	38,411	...	38,411	1st half	LX	
...	6,247	13	38,705	...	38,705	2nd half		
16	12,885	13	77,116	...	77,116	Total.		
6,723	5,05,796	2,136	18,75,068	1,45,976	18,24,083	1st half		
8,354	5,17,113	2,042	19,90,105	1,04,582	19,34,595	2nd half		
15,077	10,22,911	4,178	38,67,822	3,10,558	37,61,327	Total.(c)		(c) Including the Deog railway, for which yearly figures are shown.

Half-years ended the 30th June and the 31st December 1895.

Serial Number.	Railway.	1895.	Home expenditure or general administration.	Agent's office.	Audit, accounts and pay office.	Stores department.	Medical department.	Rents and miscellaneous.	Police.
	METRE GAUGE—*concld.*		₹	₹	₹	₹	₹	₹	₹
	Brought forward METRE GAUGE	1st half	4,03,814	1,46,413	3,78,821	1,13,394	76,564	94,761	1,46,606
		2nd half	4,26,057	1,82,023	4,06,850	1,10,484	82,140	1,03,634	1,51,356
		Total (*a*)	8,29,871	3,28,436	7,85,671	2,23,878	1,58,644	1,98,545	2,97,962
LXIII	The Gaekwar's Mehsána	1st half	Included with the Rajputana-Malwa railway				...	...	...
		2nd half							
		Total							
LXIV	Kolhápur	1st half							
		2nd half							
		Total							
LXV	Yesvantpur-Mysore frontier.	1st half	Included with the Southern Mahratta railway				...	...	...
		2nd half							
		Total							
LXVI	Mysore-Nanjangúd	1st half							
		2nd half							
		Total							
LXVII	Jodhpore-Bikaneer—								
	Jodhpore section	1st half	...	...	8,263	1,652	480	250	582
		2nd half	...	...	6,359	1,656	480	182	564
		Total	...	...	14,622	3,308	960	432	1,146
	Bikaneer section	1st half	...	...	667	173	60	219	108
		2nd half	...	...	628	180	60	168	102
		Total	...	...	1,295	353	120	387	210
LXVIII	Oodypore-Chitor (*b*)	1st half	...	...	...	...	...	...	...
		2nd half	Included with the Rajputana-Malwa railway				...	...	...
		Total							
LXIX	Bhávnagar-Gondal-Junágarh-Porbandar.	1st half	960	19,002	26,568	4,897	6,614	6,385	12,607
		2nd half	974	19,801	26,914	5,161	6,481	5,203	12,304
		Total	1,934	38,803	53,482	10,058	13,095	11,648	24,911
LXX	Jetalsar-Rájkot	1st half	Included with Bhávnagar-Gondal-Junágarh-Porbandar railway						(*c*) 1,340
		2nd half							(*c*) 1,340
		Total							2,680
	TOTAL METRE GAUGE	1st half	4,04,774	1,65,415	4,14,319	1,20,116	83,658	1,01,715	1,61,243
		2nd half	4,27,031	2,01,824	4,40,741	1,17,481	89,161	1,09,297	1,65,726
		Total (*a*)	8,31,805	3,67,239	8,55,060	2,37,597	1,72,819	2,11,012	3,26,969
	SPECIAL GAUGES.								
	Cherra-Companygunj (2′ 0″)	1st half							
		2nd half							
		Total							
LXXVII	Jorhát (2′ 0″)	1st half	Details not furnished		...	...	...	...	...
		2nd half							
		Total							
LXXVIII	Darjeeling-Himalayan (2′ 0″)	1st half	7,913	13,558	7,210	...	2,321	2,340	...
		2nd half	7,854	13,334	7,688	...	2,334	2,161	...
		Total	15,767	26,892	14,898	...	4,655	4,501	...
LXXX	The Gaekwar's Dabhoi (2′ 0″)	1st half	...	608	1,608	152	300	515	1,615
		2nd half	...	608	1,608	152	300	307	1,163
		Total	...	1,216	3,216	304	600	822	2,778
LXXXII	Cooch Behar (2′ 6″)	1st half	...	...	432	...	...	...	38
		2nd half	Details not furnished.		...	...	...	...	...
		Total	...	...	432	...	...	...	38
LXXXIII	Morvi (2′ 6″)	1st half	...	4,981	5,405	1,404	355	1,209	1,324
		2nd half	...	3,299	5,360	1,493	928	—3,802	1,308
		Total	...	8,280	10,765	2,897	1,283	—2,593	2,632
	TOTAL SPECIAL GAUGES	1st half	7,913	19,147	14,655	1,556	2,976	4,064	2,977
		2nd half	7,854	17,241	14,856	1,645	3,562	—1,334	2,471
		Total	15,767	36,388	29,511	3,201	6,538	2,730	5,448
	TOTAL OF ALL GAUGES FOR THE YEAR.		18,52,062	11 65 638	29,25,422	8,09,862	6,08,785	7,45,015	10,02,541

—continued.

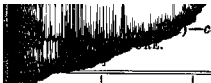
concluded.

Half-years ended the 30th June and the 31st December 1895.

Advertising.	Electric telegraph.	Other charges.	TOTAL.	Deductions.	NET TOTAL.	1895.	Serial Number.	REMARKS.
R	R	R	R	R	R			
6,723	5,05,796	2,136	18,75,068	1,45,976	18,24,083	1st half		
8,354	5 17,115	2,042	19,90,105	1,04 582	19,34,595	2nd half		
15,077	10,22,911	4,178	38,67,822	3,10,558	37,61,327	Total (a)		
...	...	...	...	...	8,500	1st half	LXIII	(a) Including the Deoghur railway, for which yearly figures are shown.
					8,348	2nd half		
					16,848	Total.		
					4,970	1st half	LXIV	
					4,660	2nd half		
					9,630	Total.		
...	...	...	...	...	7,148	1st half	LXV	
					8,195	2nd half		
					15,343	Total.		
					1,438	1st half	LXVI	
					1,683	2nd half		
					3,121	Total.		
...	7,247	...	18,474	...	18,474	1st half	LXVII	(b) Opened for traffic on the 1st August 1895.
...	7,083	...	16,324	...	16,324	2nd half		
...	14,330	...	34,798	...	34,798	Total.		
...	809	...	2,036	...	2,036	1st half		
...	856	...	1,984	...	1,984	2nd half		
...	1,665	...	4,020	...	4,020	Total.		
...	...	...	...	...	...	1st half	LXVIII	
...	...	...	...	...	3,399	2nd half		
					3,399	Total.		
54	23,223	—16	1,00,294	8,417	91,877	1st half	LXIX	
401	22,226	3	99,588	8,252	91,336	2nd half		
455	45,449	—13	1,99,882	16,669	1,83,213	Total.		
...	...	...	(c) 1,340	...	(d) 9,757	1st half	LXX	(c) Expenditure incurred direct by the Jetalsar-Rájkot railway. (d) Including R8,417 charged by the Bhávnagar-Gondal-Junágarh-Porbandar railway for working the line. The details are included with the figures of the former line. (e) Including R8,252 charged by the Bhávnagar-Gondal-Junágarh-Porbandar railway for working the line. The details are included with the figures of the former line.
...	...	...	(e) 1,340	...	(e) 9,592	2nd half		
...	...	...	2,680	...	19,349	Total.		
6,777	5,17,075	2,120	19,97,212	1,54,393	1,56,68,283	1st half		
8,755	5,47,280	2,045	21,09,341	1,72,834	20,80,110	2nd half		
15,532	10,84,355	4,165	41,09,202	3,27,227	40,51,048	Total (e)		
			1,290	...	1,290	1st half		
			1,341	...	1,341	2nd half		
			2,631	...	2,631	Total.		
...	...	...	4,829	...	4,829	1st half	LXXVII	
			4,941	...	4,941	2nd half		
			9,770	...	9,770	Total.		
384	4,567	...	38,293	859	37,434	1st half	LXXVIII	
113	4,493	...	37,977	1,051	36,926	2nd half		
497	9,060	...	76,270	1,910	74,360	Total.		
...	1,711	...	6,509	...	6,509	1st half	LXXX	
...	1,831	...	5,969	...	5,969	2nd half		
...	3,542	...	12,478	...	12,478	Total.		
...	1,012	...	1,482	...	1,482	1st half	LXXXII	
...	...	...	1,584	...	1,584	2nd half		
...	1,012	...	3,066	...	3,066	Total.		
90	3,156	...	17,924	...	17,924	1st half	LXXXIII	
...	3,340	...	12,126	...	12,126	2nd half		
90	6,496	...	30,050	...	30,050	Total.		
474	10,446	...	70,327	859	69,468	1st half		
113	9,064	...	63,938	1,051	62,887	2nd half		
587	20,110	...	1,34,265	1,910	1,32,355	Total.		
49,452	32,30,163	2,05,979	1,26,28,070	4,92,450	1,26,12,057			

Half-years ended the 30th June and the 31st December 1895.

Serial Number.	Railway.	1895.	Law charges.	Compensation.	Rates and taxes.	Payments to other lines.
			R	R	R	R
	STANDARD GAUGE.					
I	East Indian	1st half	2,904	15,132	34,456	4,28,364
		2nd half	4,691	12,229	34,939	1,95,844
		Total	7,595	27,361	69,395	6,24,208
II	Bengal-Nágpur	1st half	537	104	10	25,615
		2nd half	133	984	—831	28,452
		Total	670	1,088	—821	54,067
III	Indian Midland	1st half	...	2,159	645	1,01,067
		2nd half	161	2,496	642	85,828
		Total	161	4,655	1,287	1,89,895
V	Godhra-Ratlam-Nagda (open section)	1st half 2nd half Total	Included with the Rajputana-Malwa railway			...
VIII	East Coast (state) (Bezwada Extension)	1st half 2nd half Total	Included with the Nizam's Guaranteed State railway			...
XII	North Western (state)	1st half	5,971	32,458	8,252	49,889
		2nd half	—388	9,715	3,571	42,090
		Total	5,583	42,173	11,823	91,979
XIII	Hyderabad-Shadipalli	1st half 2nd half Total	Included with the North Western (state) railway			
XIV	Oudh and Rohilkhand (state)	1st half	47	5,559	338	36,774
		2nd half	25	11,466	1,173	33,504
		Total	72	17,025	1,511	70,278
XV	Eastern Bengal (state) (a)	1st half	(a) 25	9,791	15,721	15,143
		2nd half	197	22,551	12,258	67,582
		Total	222	32,342	27,979	82,725
XVI	Bengal Central	1st half	1	...	...	...
		2nd half	27	...	...	...
		Total	28	...	...	...
XVII	Calcutta Port Commissioners'	1st half	...	180	2,261	1,568
		2nd half	...	...	2,261	1,311
		Total	...	180	4,522	2,879
XVIII	East Coast (state)	1st half	40	722	457	8,989
		2nd half	7	1,118	417	1,783
		Total	47	1,840	874	10,772
XXIV	Great Indian Peninsula	1st half	349	10,240	23,831	1,77,740
		2nd half	5,544	12,897	23,437	86,581
		Total	5,893	23,137	47,268	2,64,321
XXV	Bombay, Baroda and Central India	1st half	1,211	23,164	14,681	57,009
		2nd half	994	59,295	13,824	20,804
		Total	2,205	82,459	28,505	77,813
XXVI	Madras	1st half	1,963	934	6,008	10,961
		2nd half	1,763	590	16,435	...
		Total	3,726	1,524	23,043	10,961
XXVIII	Tarkessur	1st half 2nd half Total	Included with the East Indian railway			...
XXXIII	Bina-Gooma	1st half 2nd half Total	Included with the Indian Midland railway			... (b)2,023 2,023
XXXVI	The Nizam's Guaranteed State	1st half	511	239	...	5,161
		2nd half	540	328	...	8,204
		Total	1,051	567	...	13,365
XXXVII	The Gaekwar's Petlád	1st half 2nd half Total	Included with the Bombay, Baroda and Central India railway.			
XXXVIII	Kolar Gold-fields	1st half 2nd half Total	Included with the Madras railway.			3,4 4,1 7,648
	TOTAL STANDARD GAUGE carried over.	1st half	13,559	1,00,682	1,07,260	9,24,762
		2nd half	13,694	1,33,669	1,08,126	5,78,172
		Total	27,253	2,34,351	2,15,386	15,02,934



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Half-years ended the 30th June and the 31st December 1895.

Other charges.	Total.	Deductions.	Net total.	1895.	Serial Number.	Remarks.
R	*R*	*R*	*R*			
81,913	5,62,769	...	5,62,769	1st half	I	
80,133	3,27,836	...	3,27,836	2nd half		
1,62,046	8,90,605	...	8,90,605	Total.		
59,493	85,759	...	85,759	1st half	II	
19,881	48,619	...	48,619	2nd half		
79,374	1,34,378	...	1,34,378	Total.		
58,204	1,65,135	334	1,64,801	1st half	III	
23,573	1,12,700	...	1,12,700	2nd half		
81,837	2,77,835	334	2,77,501	Total.		
...	...	...	959	1st half	V	
			1,183	2nd half		
			2,142	Total.		
...	...	...	4,549	1st half	VIII	
			6,285	2nd half		
			10,834	Total.		
1,26,380	2,22,950	12,351	2,10,599	1st half	XII	
1,14,841	1,69,829	8,131	1,61,698	2nd half		
2,41,221	3,92,779	20,482	3,72,297	Total.		
...	...	...	1,421	1st half	XIII	
			1,144	2nd half		
			2,565	Total.		
32,227	74,945	...	74,945	1st half	XIV	
26,300	72,468	...	72,468	2nd half		
58,527	1,47,413	...	1,47,413	Total.		
41,381	82,061	6,991	(*a*) 75,070	1st half	XV	(*a*) Including the metre and special gauge sections of the undertaking; also the Bengal Central railway, except as regards "Law charges" and "Net total," in which cases the Bengal Central railway has been excluded. (*b*) Including Rs6,991 charged by the Eastern Bengal (state) railway for working this railway. The details are included with the figures of the former line. (*c*) Including Rs1,188 charged by the Eastern Bengal (state) railway for working this railway. The details are included with the figures of the former line.
41,554	1,44,142	14,188	1,29,954	2nd half		
82,935	2,26,203	21,179	2,05,024	Total.		
...	1	...	(*b*)6,992	1st half	XVI	
...	27	...	(*c*)14,215	2nd half		
...	28	...	21,207	Total.		
...	4,009	...	4,009	1st half	XVII	
804	4,376	...	4,376	2nd half		
804	8,385	...	8,385	Total.		
6,295	16,503	...	16,503	1st half	XVIII	
5,425	8,750	...	8,750	2nd half		
11,720	25,253	...	25,253	Total.		
72,310	2,84,470	5,030	2,79,440	1st half	XXIV	
55,424	1,83,883	3,905	1,79,978	2nd half		
1,27,734	4,68,353	8,935	4,59,418	Total.		
17,166	1,13,331	439	1,12,792	1st half	XXV	
11,255	1,06,172	1,974	1,04,198	2nd half		
28,421	2,19,503	2,413	2,16,990	Total.		
28,444	48,910	649	48,261	1st half	XXVI	
31,284	50,072	815	49,257	2nd half		
59,728	98,982	1,464	97,518	Total.		
24,271	24,271	...	24,271	1st half	XXVIII	
17,511	17,511	...	17,511	2nd half		
41,782	41,782	...	41,782	Total.		
...	...	...	334	1st half	XXXIII	(*d*) Expenditure incurred direct by the State.
...	(*d*)2,023	...	(*d*)2,023	2nd half		
...	2,023	...	2,357	Total.		
10,300	16,211	4,549	17,662	1st half	XXXVI	
11,523	20,595	6,285	14,310	2nd half		
21,823	36,806	10,834	25,972	Total.		
...	...	...	438	1st half	XXXVII	
			493	2nd half		
			931	Total.		
...	3,482	...	(*e*)4,116	1st half	XXXVIII	(*e*) Including Rs34 charged by the Madras railway for working this railway. The details are included with the figures of the former line. (*f*) Including Rs13 charged by the Madras railway for working this railway. The details are included with the figures of the former line.
...	4,166	...	(*f*)4,979	2nd half		
...	7,648	...	9,095	Total.		
5,58,444	17,04,707	30,343	16,89,690	1st half		
4,39,503	12,73,169	35,238	12,61,977	2nd half		
9,97,952	29,77,876	65,641	29,51,667	Total.		

Half-years ended the 30th June and the 31st December 1895.

Serial Number	Railway.	1895.	Law charges.	Compensation.	Rates and taxes.	Payments to other lines.
	STANDARD GAUGE—*concld.*					
	Brought forward STANDARD GAUGE	1st half	£ 13,559	£ 1,00,682	£ 1,07,260	£ 9,24,762
		2nd half	13,694	1,33,669	1,08,126	5,78,172
		Total	27,253	2,34,351	2,15,386	15,02,934
XL	Rájpura-Bhátinda	1st half	Included with the North Western (state) railway			...
		2nd half				
		Total				
	TOTAL STANDARD GAUGE	1st half	13,559	1,00,682	1,07,260	9,24,762
		2nd half	13,694	1,33,669	1,08,126	5,78,172
		Total	27,253	2,34,351	2,15,386	15,02,934
	METRE GAUGE.					
XLIII	Bengal and North-Western— Tirhoot section / Company's section	1st half	663	1,332	998	1,338
		2nd half	1,520	4,991	2,123	1,338
		Total	2,183	6,323	3,121	2,676
XLV	Rajputana-Malwa	1st half	163	21,375	827	...
		2nd half	167	8,965	606	...
		Total	330	30,340	1,433	...
XLVI	Pálanpur-Deesa	1st half	Included with the Rajputana-Malwa railway			...
		2nd half				
		Total				
XLVII	Southern Mahratta	1st half	1,530	1,397	3,884	24,000
		2nd half	2,489	1,514	3,012	7,000
		Total	4,019	2,911	6,896	31,000
XLVIII	Guntakal-Mysore frontier	1st half	Included with the Southern Mahratta railway			...
		2nd half				
		Total				
XLIX	Southern Mahratta (Mysore section)	1st half				
		2nd half				
		Total				
L	South Indian	1st half	596	2,294	5,218	5,427
		2nd half	407	1,225	11,697	6,819
		Total	1,003	3,519	16,915	12,246
LI	Máyavaram-Mutupet	1st half	Included with the South Indian railway			(a) 5,874
		2nd half				(a) 6,227
		Total				12,101
LII	Assam-Bengal (b)	1st half	...	...	...	...
		2nd half	16	...	...	...
		Total	16	...	...	...
LIV	Burma (state)	1st half	...	562	15,857	...
		2nd half	...	1,791	13,356	...
		Total	...	2,353	29,213	...
LVII	Deoghur	1st half	Details not furnished.			
		2nd half				
		Total				
LVIII	Rohilkund and Kumaon (Company's section) (c)	1st half	1,090	342	121	752
		2nd half	898	220	134	837
		Total	1,988	562	255	1,589
LIX	Bengal-Dooars	1st half	24	848	115	...
		2nd half	37	1,798	90	...
		Total	61	2,646	205	...
	TOTAL METRE GAUGE carried over	1st half	4,066	28,150	27,026	37,391
		2nd half	5,534	20,504	31,018	22,221
		Total (d)	9,600	48,654	58,038	59,612

[redacted] 1)—*continued.*

...DITURE—*continued.*

Accounts.] Half-years ended the 30th June and the 31st December 1895.

Other charges.	Total.	Deductions.	Net total.	1895.	Serial Number.	Remarks.
R	*R*	*R*	*R*			
5,58,444	17,04,737	30,343	16,89,690	1st half		
4,39,508	12,73,109	35,298	12,61,977	2nd half		
9,97,952	29,77,876	65,641	29,51,667	Total.		
...	...	...	10,931	1st half	XL	
			6,986	2nd half		
			17,917	Total.		
5,58,444	17,04,707	30,343	17,00,621	1st half		
4,39,508	12,73,169	35,298	12,68,963	2nd half		
9,97,952	29,77,876	65,641	29,69,584	Total.		
47,783	52,114	...	52,114	1st half	XLIII	
52,592	62,564	...	62,564	2nd half		
1,00,375	1,14,678	...	1,14,678	Total.		
64,532	86,897	2,345	84,552	1st half	XLV	
65,252	74,990	2,723	72,267	2nd half		
1,29,784	1,61,887	5,068	1,56,819	Total.		
...	...	...	141	1st half	XLVI	
			114	2nd half		
			255	Total.		
7,617	38,428	9,133	29,295	1st half	XLVII	(a) Represent the amount paid to the South Indian railway for use of rolling stock.
7,425	21,440	10,443	10,997	2nd half		
15,042	59,868	19,576	40,292	Total.		
...	...	...	2,143	1st half	XLVIII	
			2,641	2nd half		
			4,784	Total.		
			5,654	1st half	XLIX	
			6,439	2nd half		
			12,093	Total.		
14,836	28,371	934	27,437	1st half	L	
14,693	34,841	1,075	33,766	2nd half		(b) Opened for traffic on the 1st July 1895.
29,529	63,212	2,009	61,203	Total.		
...	5,874	...	(c) 6,603	1st half	LI	(c) Including R729 charged by the South Indian railway for working this railway. The details are included with the figures of the former line.
...	6,227	...	(d) 7,167	2nd half		
...	12,101	...	13,770	Total.		
...	... 16	...	...	1st half	LII	(d) Including R940 charged by the South Indian railway for working this railway. The details are included with the figures of the former line.
...	16	...	16	2nd half		
...	16	...	16	Total.		
25,466	41,885	...	41,885	1st half	LIV	
19,853	35,000	...	35,000	2nd half		
45,319	76,885	...	76,885	Total.		
...	199	...	199	1st half	LVII	(e) Including the Rohilkhund and Kumaon railway, Lucknow-Bareilly section.
	199	...	199	2nd half		
				Total.		
(f) 42,882	45,187	...	45,187	1st half	LVIII	(f) Including R39,702 on account of cart-road service.
(g) 40,434	42,523	...	42,523	2nd half		(g) Including R37,637 on account of cart-road service.
83,316	87,710	...	87,710	Total.		
250	1,237	...	1,237	1st half	LIX	
10	1,935	...	1,935	2nd half		
260	3,172	...	3,172	Total.		
2,03,366	2,99,993	12,412	2,96,248	1st half		(h) Including the Deoghur railway, for which yearly figures are shown.
2,00,259	2,79,536	14,241	2,75,429	2nd half		
4,03,625	5,79,728	26,653	5,71,876	Total (h)		

Half-years ended the 30th June and the 31st December 1895.

Serial Number.	Railway.	1895.	Law charges.	Compensation.	Rates and taxes.	Payments to other lines.
			₹	₹	₹	₹
	Metre gauge—*concld.*					
	Brought forward metre gauge	1st half	4,066	28,150	27,020	37,391
		2nd half	5,534	20,504	31,018	22,221
		Total (*a*)	9,600	48,654	58,038	59,612
LX	Dibru-Sadiya	1st half	600	10	18	...
		2nd half	610	...	43	...
		Total	1,210	10	61	...
LXIII	The Gaekwar's Mehsána	1st half	Included with the Rajputana-Malwa railway.			...
		2nd half				
		Total				
LXIV	Kolhápur	1st half	Included with the Southern Mahratta railway.			...
		2nd half				
		Total				
LXV	Yesvantpur-Mysore frontier	1st half				
		2nd half				
		Total				
LXVI	Mysore-Nanjangúd	1st half				
		2nd half				
		Total				
LXVII	Jodhpore-Bickaneer—					
	Jodhpore section	1st half	...	386	...	2,021
		2nd half	...	98	...	965
		Total	...	484	...	2,986
	Bickaneer section	1st half	...	...	...	...
		2nd half	...	...	...	...
		Total	...	...	...	...
LXVIII	Oodeypore-Chitor (*b*)	1st half	Included with the Rajputana-Malwa railway			...
		2nd half				(*c*) 2,735
		Total				2,735
LXIX	Bhávnagar-Gondal-Junágarh-Porbandar	1st half	393	3,436	...	1,339
		2nd half	539	1,238	...	1,318
		Total	932	4,674	..	2,657
LXX	Jetalsar-Rájkot	1st half	Included with the Bhávnagar-Gondal-Junágarh-Porbandar railway.			(*d*) 4,921
		2nd half				(*d*) 4,245
		Total				9,166
	Total metre gauge	1st half	5,059	31,982	27,038	45,672
		2nd half	6,083	21,840	31,061	31,484
		Total (*a*)	11,742	53,822	58,099	77,156
	Special gauges.					
	Cherra-Companygan] (2′ 6″)	1st half	...	...	...	...
		2nd half	...	...	...	...
		Total	...	...	...	...
LXXVII	Jorhát (2′ 0″)	1st half	...	...	...	...
		2nd half	...	...	...	...
		Total	...	...	...	...
LXXVIII	Darjeeling-Himalayan (2′ 0″)	1st half	256	485	3,399	...
		2nd half	1,309	101	3,504	...
		Total	1,565	586	6,903	...
LXXX	The Gaekwar's Dabhoi (2′ 6″)	1st half	...	...	...	...
		2nd half	...	...	...	...
		Total	...	...	...	...
LXXXII	Cooch Behar (2′ 6″)	1st half	...	...	...	...
		2nd half	...	...	...	...
		Total	...	...	...	...
LXXXIII	Morvi (2′ 6″)	1st half	51	30	...	...
		2nd half	...	6	...	...
		Total	51	36	...	...
	Total special gauges	1st half	307	515	3,399	...
		2nd half	1,309	107	3,504	...
		Total	1,616	622	6,903	...
	Total of all gauges for the year		40,611	2,88,795	2,80,388	15,80,090

—*continued.*

RS—*concluded.*

Half-years ended the 30th June and the 31st December 1895.

Other charges.	TOTAL.	Deductions.	NET TOTAL.	1895.	Serial Number.	REMARKS.
£	£	£	£			
2,03,366	2,99,993	12,412	2,96,248	1st half		
2,00,259	2,79,536	14,241	2,75,429	2nd half		
4,03,625	5,79,728	26,653	5,71,876	Total (a)		(a) Including the Deodhar railway, for which yearly figures are shown.
51	679	...	679	1st half	LX	
1	654	...	654	2nd half		
52	1,333	...	1,333	Total.		
			1,245	1st half	LXII	
...	...	...	1,013	2nd half		
			2,258	Total.		
			490	1st half	LXIV	
			436	2nd half		
			926	Total.		
			704	1st half	LXV	(b) Opened for traffic on the 1st August 1895.
...	...	...	768	2nd half		
			1,472	Total.		
			142	1st half	LXVI	(c) Represents the amount paid to the Rajputana-Malwa railway for use of rolling stock.
			138	2nd half		
			300	Total.		
1,028	3,435	...	3,435	1st half	LXVII	(d) Represents amount paid to the Bhávnagar-Gondal-Junágarh-Porbandar railway for use of rolling stock.
1,126	2,189	...	2,189	2nd half		
2,154	5,624	...	5,624	Total.		
74	74	...	74	1st half		
89	89	...	89	2nd half		
163	163	...	163	Total.		
...	...	...	...	1st half	LXVIII	
...	2,735	...	(e) 3,148	2nd half		
	2,735	...	3,148	Total.		
12,436	17,604	1,285	16,319	1st half	LXIX	(e) Including R413 charged by the Rajputana-Malwa railway for working this railway. The details are included with the figures of the former line.
8,898	11,993	891	11,102	2nd half		
21,334	29,597	2,176	27,421	Total.		
...	4,921	...	(f) 6,206	1st half	LXX	(f) Including R1,285 charged to the Bhávnagar-Gondal-Junagarh-Porbandar railway for working this railway. The details are included with the figures of the former line.
...	4,245	...	(g) 5,136	2nd half		
...	9,166	...	11,342	Total.		(g) Including R891 charged by the Bhávnagar-Gondal-Junágarh-Porbandar railway for working this railway. The details are included with the figures of the former line.
2,16,955	3,26,706	13,697	3,25,542	1st half		
2,10,373	3,01,441	15,132	3,00,122	2nd half		
4,27,328	6,28,346	28,829	6,25,863	Total.(a)		
...	118	...	118	1st half		
...	121	...	121	2nd half		
...	239	...	239	Total.		
...	242	...	242	1st half	LXXVII	
...	316	...	316	2nd half		
...	558	...	558	Total.		
2,930	7,090	...	7,090	1st half	LXXVIII	
2,671	7,585	...	7,585	2nd half		
5,621	14,675	...	14,675	Total.		
...	...	...	...	1st half	LXXX	
...	...	...	...	2nd half		
...	...	...	...	Total.		
114	114	...	114	1st half	LXXXII	
116	116	...	116	2nd half		
230	230	...	230	Total.		
142	223	...	223	1st half	LXXXIII	
299	305	...	305	2nd half		
441	528	...	528	Total.		
3,206	7,787	...	7,787	1st half		
3,086	8,443	...	8,443	2nd half		
6,292	16,230	...	16,230	Total.		
14,31,572	36,22,452	94,470	36,11,677			

Half-years ended the 30th June and the 31st December 1895.

Serial Number.	Railway.	1895.	Locomotives. Total stock on the list.	Locomotives. Average number laid by as spare or hired out.	Locomotives. Average number constantly under repairs and renewals.	Coaching. Total stock on the list.	Coaching. Average number constantly under repairs and renewals.
	STANDARD GAUGE.						
I	East Indian	1st half	580	...	62·00	1,219	84·57
		2nd half	596	1·00	76·00	1,237	92·39
		Total and average.	596	0·50	69·00	1,237	88·48
II	Bengal-Nágpur	1st half	103	...	23·57	293	39·39
		2nd half	111	...	25·57	293	25·82
		Total and average.	111	...	24·57	293	32·60
III	Indian Midland	1st half	111	...	28·00	348	55·00
		2nd half	111	...	31·00	352	56·00
		Total and average.	111	...	29·50	352	55·50
V	Godhra-Rutlam-Nagda (open section).	1st half 2nd half Total and average.	Worked by the Bombay, Baroda and Central India railway.				...
VIII	East Coast (state) (Bezwada Extension)	1st half 2nd half Total and average.	Worked by the Nizam's Guaranteed State railway.				...
XII	North Western (state)	1st half	(*b*) 588	26·41	81·80	(*b*) 1,530	117·31
		2nd half	(*b*) 589	28·35	78·93	(*b*) 1,541	139·96
		Total and average.	589	27·38	80·37	1,541	128·64
XIII	Hyderabad-Shadipalli	1st half 2nd half Total and average.	Worked by the North Western (state) railway			...	...
XIV	Oudh and Rohilkhand (state)	1st half	155	...	26·60	472	53·21
		2nd half	166	3·26	31·38	488	52·70
		Total and average.	166	1·63	28·99	488	52·95
XV	Eastern Bengal (state)	1st half	97	6·49	20·60	434	61·70
		2nd half	109	10·33	16·94	449	72·80
		Total and average.	109	8·41	18·77	449	66·75
XVI	Bengal Central	1st half 2nd half Total and average.	Worked by the Eastern Bengal (state) railway			...	...
	TOTAL STANDARD GAUGE carried over	1st half	1,634	32·90	242·37	4,296	411·18
		2nd half	1,682	42·94	259·82	4,360	438·67
		Total and average.	1,682	37·92	251·20	4,360	424·92

A—*continued.*

RAILWAYS—(PART I)—*continued.*

ROLLING-STOCK.

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1895.

VEHICLES.								
Goods.		Brake-vans.		Total.		1895.	Serial Number.	Remarks.
Total stock on the list.	Average number constantly under repairs and renewals.	Total stock on the list.	Average number constantly under repairs and renewals.	Vehicle stock on the list.	Average number of vehicles constantly under repairs and renewals.			
9,314	363·54	341	22·80	10,874	470·91	1st half	I	
9,669	250·65	341	21·72	11,247	364·76	2nd half		
9,669	307·10	341	22·26	11,247	417·84	Total and average.		
3,415	151·32	123	10·11	3,831	200·82	1st half	II	(a) Including 50 composites (brake-vans and 1st class) and 4 construction brake-vans.
3,415	198·81	123	7·18	3,831	231·81	2nd half		
3,415	175·07	123	8·65	3,831	216·32	Total and average.		
2,068	115·00	(a) 126	18·00	2,542	188·00	1st half	III	
2,068	90·00	(a) 126	12·00	2,546	158·00	2nd half		
2,068	102·50	126	15·00	2,546	173·00	Total and average.		
...	...	...	...	...	...	1st half 2nd half Total and average.	V	
...	...	...	...	...	...	1st half 2nd half Total and average.	VIII	
(b) 10,107	577·44	(b) 509	27·08	(b) 12,146	721·83	1st half	XII	(b) Excluding the stock belonging to the metre gauge portion of the old Bolán railway (Quetta loop) and the Fer-zeopore tramway.
(b) 10,075	416·77	(b) 506	31·73	(b) 12,122	588·46	2nd half		
10,075	497·11	506	29·40	12,122	655·15	Total and average.		
...	...	...	...	...	...	1st half 2nd half Total and average.	XIII	
4,377	266·50	120	11·54	4,969	331·25	1st half	XIV	
4,373	216·96	120	21·74	4,981	291·40	2nd half		
4,373	241·73	120	16·64	4,981	311·32	Total and average.		
2,073	184·45	69	8·43	2,576	254·58	1st half	XV	
2,073	120·73	71	6·48	2,593	205·01	2nd half		
2,073	155·59	71	7·45	2,593	229·79	Total and average		
...	...	...	...	...	...	1st half 2nd half Total and average.	XVI	
31,354	1,658·25	1,288	97·96	36,938	2,167·39	1st half		
31,673	1,299·92	1,287	100·85	37,320	1,939·44	2nd half		
31,673	1,479·10	1,287	99·40	37,320	2,003·42	Total and average.		

APPENDIX

STATISTICS OF INDIAN

STATEMENT OF

No. XII of

[From

Half-years ended the 30th June and the 31st December 1895.

Serial Number.	Railway.	1895.	Locomotives. Total stock on the list.	Locomotives. Average number laid by as spare or hired out.	Locomotives. Average number constantly under repairs and renewals.	Coaching. Total stock on the list.	Coaching. Average number constantly under repairs and renewals.
	STANDARD GAUGE—*continued.*						
	Brought forward STANDARD GAUGE.	1st half	1,634	32·90	242·57	4,296	411·18
		2nd half	1,682	42·94	259·82	4,360	438·67
		Total and average.	1,682	37·92	251·20	4,360	424·92
XVII	Calcutta Port Commissioners'	1st half	6	....	1·00	...	...
		2nd half	6	...	1·00	...	...
		Total and average.	6	...	1·00	...	...
XVIII	East Coast (state)	1st half	43	...	7·28	162	1·94
		2nd half	43	...	7·33	193	4·56
		Total and average.	43	...	7·30	193	3·45
XXIV	Great Indian Peninsula	1st half	605	...	156·00	1,126	141·00
		2nd half	605	...	155·00	1,137	149·00
		Total and average.	605	...	155·50	1,137	145·00
XXV	Bombay, Baroda and Central India.	1st half	149	...	22·00	439	58·00
		2nd half	162	...	23·00	445	43·00
		Total and average.	162	...	22·50	445	50·50
XXVI	Madras	1st half	163	...	36·00	632	46·00
		2nd half	166	...	37·00	632	59·00
		Total and average.	166	...	36·50	632	52·50
XXXIII	Bina-Goona	1st half 2nd half Total and average.	Worked by the Indian Midland railway.			...	...
XXXIV	Bhopal-Ujjain	1st half 2nd half Total and average.	Worked by the Indian Midland railway.			...	...
XXXVI	The Nizam's Guaranteed State.	1st half	50	0·85	8·73	111	12·37
		2nd half	50	...	11·25	111	15·09
		Total and average.	50	0·42	9·99	111	13·73
XXXVII	The Gaekwar's Petlád	1st half 2nd half Total and average.	Worked by the Bombay, Baroda and Central India railway				...
XXXVIII	Kolar Gold-fields	1st half 2nd half Total and average.	Worked by the Madras railway.			...	...
	TOTAL STANDARD GAUGE carried over.	1st half	2,630	33·75	473·38	6,766	670·49
		2nd half	2,714	42·94	494·40	6,878	709·72
		Total and average.	2,714	38·34	483·99	6,878	690·10

A—*continued.*

RAILWAYS—(PART I)—*continued.*

ROLLING-STOCK.

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1895.

VEHICLES.								
GOODS.		BRAKE-VANS.		TOTAL.		1895.	Serial Number.	REMARKS.
Total stock on the list.	Average number constantly under repairs and renewals.	Total stock on the list.	Average number constantly under repairs and renewals.	Vehicle stock on the list.	Average number of vehicles constantly under repairs and renewals.			
31,354	1,058·25	1,288	97·96	36,938	2,167·39	1st half		
31,673	1,299·92	1,287	100·85	37,320	1,839·44	2nd half		
31,673	1,479·10	1,287	99·40	37,320	2,003·42	Total and average.		
172	2·00	...	...	172	2·00	1st half	XVII	
172	3·00	...	...	172	3·00	2nd half		
172	2·50	...	...	172	2·50	Total and average.		
1,010	5·14	30	0·47	1,202	7·55	1st half	XVIII	
1,088	20·70	35	0·55	1,316	26·21	2nd half		
1,088	12·92	35	0·51	1,316	16·88	Total and average.		
7,907	552·00	(a) 602	60·00	9,635	753·00	1st half	XXIV	(a) Excluding 80 composites (brake-vans and 3rd class).
7,871	556·00	(a) 632	82·00	9,640	767·00	2nd half		
7,871	544·00	632	71·00	9,640	760·00	Total and average.		
4,119	188·00	94	5·00	4,652	251·00	1st half	XXV	
4,219	211·00	94	8·00	4,758	262·00	2nd half		
4,219	199·50	94	6·50	4,758	256·50	Total and average.		
2,788	118·00	173	15·00	3,593	170·00	1st half	XXVI	
2,816	183·00	174	15·00	3,622	257·00	2nd half		
2,816	150·50	174	15·00	3,622	218·00	Total and average.		
...	...	...	...	...	...	1st half 2nd half Total and average.	XXXIII	
...	...	...	...	...	...	1st half 2nd half Total and average.	XXXIV	
755	32·96	41	3·66	907	48·99	1st half	XXXVI	
778	71·20	41	5·52	930	91·81	2nd half		
778	52·08	41	4·59	930	70·40	Total and average.		
...	...	...	...	...	...	1st half 2nd half Total and average.	XXXVII	
...	...	...	...	...	...	1st half 2nd half Total and average.	XXXVIII	
48,105	2,556·35	2,228	182·09	57,099	3,408·93	1st half		
48,617	2,324·82	2,263	211·92	57,758	3,246·46	2nd half		
48,617	2,440·60	2,263	197·00	57,758	3,327·70	Total and average.		

APPENDIX
STATISTICS OF INDIAN
STATEMENT OF

Half-years ended the 30th June and the 31st December 1895. [From No. XII of

Serial Number.	Railway.	1895.	Locomotives. Total stock on the list.	Locomotives. Average number laid by as spare or hired out.	Locomotives. Average number constantly under repairs and renewals.	Coaching. Total stock on the list.	Coaching. Average number constantly under repairs and renewals.
	STANDARD GAUGE—*contd.*						
	Brought forward STANDARD GAUGE	1st half	2,650	33·75	473·58	6,766	670·49
		2nd half	2,714	42·94	494·40	6,878	709·72
		Total and average.	2,714	38·34	483·99	6,878	690·10
XL	Rájpura-Bhátinda	1st half 2nd half Total and average.	Worked by the North Western (state) railway			...	...
	TOTAL STANDARD GAUGE	1st half	2,650	33·75	473·58	6,766	670·49
		2nd half	2,714	42·94	494·40	6,878	709·72
		Total and average.	2,714	38·34	483·99	6,878	690·10
XLIII	METER GAUGE. Bengal and North-Western—						
	Tirhoot section	1st half	100	...	19·68	350	41·66
	Company's section	2nd half	105	...	13·13	351	34·71
		Total and average.	195	...	16·42	351	38·19
XLIV	Rohilkund and Kumaon (Lucknow-Bareilly section).	1st half 2nd half Total and average.	Worked by the Rohilkund and Kumaon railway (Company's section)			...	...
XLV	Rajputana-Malwa	1st half	445	0·02	80·19	1,279	112·54
		2nd half	446	0·07	97·19	1,299	113·84
		Total and average.	446	0·35	88·70	1,299	113·19
XLVI	Pálanpur-Deesa	1st half 2nd half Total and average.	Worked by the Rajputana-Malwa railway			...	...
XLVII	Southern Mahratta	1st half	(b) 178	3·00	61·48	553	82·38
		2nd half	(b) 178	3·00	61·57	553	62·40
		Total and average.	178	3·00	61·52	553	72·39
XLVIII	Guntakal-Mysore frontier	1st half 2nd half Total and average.	Worked by the Southern Mahratta railway			...	...
XLIX	Southern Mahratta (Mysore section).	1st half	42	3·00	13·21	102	30·81
		2nd half	42	3·00	14·96	162	26·91
		Total and average.	42	3·00	14·08	162	28·86
L	South Indian	1st half	204	1·00	38·34	868	113·05
		2nd half	204	2·00	35·31	888	215·41
		Total and average.	204	1·50	36·83	888	164·23
LI	Máyavaram-Mutupet	1st half 2nd half Total and average.	Worked by the South Indian railway			...	...
LII	Assam-Bengal (*f*)	1st half	...	...	...	...	...
		2nd half	22	...	0·11	30	0·07
		Total and average.	22	...	0·06	30	0·03
LIII	Eastern Bengal (state)— Northern and Behar sections (including the Kaunia-Dharila, 2′ 6″ gauge, branch). Dacca section	1st half	91	11·70	17·12	362	40·59
		2nd half	91	14·92	14·50	371	46·82
		Total and average.	91	13·31	15·81	371	43·70
LIV	Burma (state)	1st half	134	...	19·98	604	71·29
		2nd half	139	19·00	29·50	606	76·97
		Total and average.	139	9·50	24·74	606	74·13
LVII	Deoghur	1st half 2nd half Total and average.	Information not recorded in Revenue Accounts			...	...
LVIII	Rohilkund and Kumaon (Company's section).	1st half	27	1·00	4·57	148	11·68
		2nd half	27	1·00	6·42	148	13·23
		Total and average.	27	1·00	5·49	148	12·45
LIX	Bengal Duars	1st half	4	...	1·00	19	...
		2nd half	4	...	1·00	19	...
		Total and average.	4	..	1·00	19	...
	TOTAL METER GAUGE carried over	1st half	1,225	20·32	255·57	4,345	504·00
		2nd half	1,258	42·99	213·73	4,427	590·36
		Total and average (A).	1,258	31·66	264·65	4,427	547·17

A—*continued.*

RAILWAYS—(PART I)—*continued.*

ROLLING-STOCK—*continued.*

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1895.

VEHICLES.						1895.	Serial Number.	REMARKS.
GOODS.		BRAKE-VANS.		TOTAL.				
Total stock on the list.	Average number constantly under repairs and renewals.	Total stock on the list.	Average number constantly under repairs and renewals.	Vehicle stock on the list.	Average number of vehicles constantly under repairs and renewals.			
48,105	2,556·35	2,228	182·09	57,099	3,408·93	1st half		
48,617	2,324·82	2,263	211·92	57,758	3,246·46	2nd half		
48,617	2,440·60	2,263	197·00	57,758	3,327·70	Total and average.		
...	...	...	...	...	...	1st half 2nd half Total and average.	XL	
48,105	2,556·35	2,228	182·09	57,099	3,408·93	1st half		
48,617	2,324·82	2,263	211·92	57,758	3,246·46	2nd half		
48,617	2,440·60	2,263	197·00	57,758	3,327·70	Total and average.		
2,652	119·40	67	8·70	3,069	169·76	1st half	XLIII	
2,852	82·99	67	8·38	3,270	126·08	2nd half		
2,852	101·19	67	8·54	3,270	147·92	Total and average.		
...	...	...	...	...	...	1st half 2nd half Total and average.	XLIV	
7,224	331·87	(*a*) 282	16·38	8,785	460·79	1st half	XLV	(*a*) Including 16 composites (brake-vans and postal).
7,195	338·00	(*a*) 282	19·08	8,776	470·92	2nd half		
7,193	334·94	282	17·73	8,776	465·86	Total and average.		
...	...	...	...	...	...	1st half 2nd half Total and average.	XLVI	(*b*) Excluding the tender of a condemned engine.
4,009	263·66	(*c*) 158	22·50	4,720	368·54	1st half	XLVII	(*c*) Including 119 composites (brake-vans and 3rd class).
4,009	288·88	(*c*) 158	22·58	4,720	373·80	2nd half		
4,009	276·27	158	22·54	4,720	371·20	Total and average.		
...	...	...	...	...	...	1st half 2nd half Total and average.	XLVIII	
695	26·61	(*d*) 30	1·32	887	58·74	1st half	XLIX	(*d*) Composites (brake-vans and 3rd class).
695	42·15	(*d*) 30	2·25	887	71·31	2nd half		
695	34·38	30	1·78	887	65·02	Total and average.		
3,320	352·50	(*e*) 60	3·24	4,243	468·79	1st half	L	(*e*) Including 8 composites (brake-vans and 3rd class).
3,324	271·62	(*e*) 60	60·83	4,272	553·91	2nd half		
3,324	312·06	60	35·06	4,272	511·35	Total and average.		
...	...	...	...	...	...	1st half 2nd half Total and average.	LI	
...	...	...	...	...	...	1st half		
539	1·42	16	0·03	585	1·52	2nd half	LII	(*f*) Opened for traffic on the 1st July 1895.
539	0·71	10	0·2	585	0·76	Total and average.		
2,209	105·23	64	9·59	2,635	155·41	1st half	LIII	
2,219	145·58	64	9·90	2,654	202·30	2nd half		
2,219	125·40	64	9·75	2,654	178·85	Total and average.		
3,290	203·23	139	11·27	4,033	285·79	1st half	LIV	
3,458	316·63	139	17·14	4,203	410·74	2nd half		
3,458	259·93	139	14·21	4,203	348·27	Total and average.		
...	...	...	...	...	...	1st half 2nd half Total and average.	LVII	
665	33·09	(*g*) 27	2·48	840	47·25	1st half	LVIII	(*g*) Including 18 composites (brake-vans and postal).
665	34·61	(*g*) 27	3·17	840	51·01	2nd half		
665	33·85	27	2·83	840	49·13	Total and average.		
81	...	5	...	105	...	1st half	LIX	
81	...	5	...	105	...	2nd half		
81	...	5	...	105	...	Total and average.		
24,145	1,435·59	832	75·48	29,322	2,015·07	1st half		
25,037	1,521·88	848	149·41	30,312	2,201·65	2nd half		(*h*) Excluding the Deoghur railway.
25,037	1,478·73	848	112·46	30,312	2,138·36	Total and average. (*h*)		

APPENDIX

STATISTICS OF INDIAN

STATEMENT OF

Half-years ended the 30th June and the 31st December 1895. [From No. XII of

Serial Number.	Railway.	1895.	Locomotives. Total stock on the list.	Locomotives. Average number laid by as spare or hired out.	Locomotives. Average number constantly under repairs and renewals.	Coaching. Total stock on the list.	Coaching. Average number constantly under repairs and renewals.
	METRE GAUGE—*contd.*						
	Brought forward METRE GAUGE	1st half	1,225	20·32	255·57	4,345	504·00
		2nd half	1,258	42·99	273·73	4,427	590·36
		Total and average.	1,258	31·66	264·65	4,427	547·17
LX	Dibru-Sadiya	(a) 1st half	18	...	2·87	28	2·35
		2nd half	18	...	4·28	31	2·21
		Total and average.	18	...	3·57	31	2·28
LXIII	The Gaekwar's Mehsána	1st half 2nd half Total and average.	Worked by the Rajputana-Malwa railway			...	...
LXIV	Kolhápur	1st half 2nd half Total and average.	Worked by the Southern Mahratta railway			...	...
LXV	Yeswantpur-Mysore frontier	1st half 2nd half Total and average.					
LXVI	Mysore-Nanjangód	1st half 2nd half Total and average.					
LXVII	Jodhpore-Bikaneer—						
	Jodhpore section	1st half	17	...	2·66	69	3·71
		2nd half	17	...	2·52	69	3·45
		Total and average	17	...	2·59	69	3·60
	Bikaneer section	1st half 2nd half Total and average.	Worked by the Jodhpore-Bikaneer railway (Jodhpore section)				...
LXVIII	Oodeypore-Chitor (c)	1st half 2nd half Total and average.	Worked by the Rajputana-Malwa railway as a temporary measure, until the rolling				
LXIX	Bhávnagar-Gondal-Junágarh-Porbandar.	1st half	33	...	7·56	190	23·62
		2nd half	33	...	6·22	190	18·34
		Total and average.	33	...	6·89	190	20·98
LXX	Jetalsar-Rájkot	1st half 2nd half Total and average.	Worked by the Bhávnagar-Gondal-Junágarh-Porbandar railway				...
	TOTAL METRE GAUGE	1st half	1,293	20·32	268·66	4,632	533·71
		2nd half	1,326	42·99	286·75	4,717	614·36
		Total and average.	1,326	31·66	277·70	4,717	574·03
	SPECIAL GAUGES.	(a)					
	Cherra-Companyganj (2' 6")	1st half 2nd half Total and average.	Information not recorded in Revenue Accounts.				...
LXXVII	Jorhát (2' 0")	1st half 2nd half Total and average.					
LXXVIII	Darjeeling-Himalayan (2' 0")	1st half	14	...	...	60	4·00
		2nd half	14	...	1·00	61	...
		Total and average.	14	...	0·50	61	2·00
LXXX	The Gaekwar's Dabboi (2' 6")	1st half	8	...	2·00	34	1·00
		2nd half	8	...	2·00	39	1·00
		Total and average.	8	...	2·00	39	1·00
LXXXII	Cooch Behar (2' 6")	1st half	3	..	1·17	9	2·05
		2nd half	3	1·34	0·43	9	0·85
		Total and average.	3	0·67	0·82	9	1·45
LXXXIII	Morvi (2' 6")	1st half	10	...	2·00	39	3·00
		2nd half	10	...	2·00	39	6·00
		Total and average.	10		2·00	39	4·50
	TOTAL SPECIAL GAUGES(c)	1st half	35	...	5·17	142	10·05
		2nd half	35	1·34	5·48	148	7·85
		Total and average	35	0·67	5·32	148	8·95
	TOTAL AND AVERAGE OF ALL GAUGES FOR THE YEAR. (f)	...	4,075	70·67	767·01	11,743	1,273·08

A—continued.

RAILWAYS (PART I)—*continued.*

ROLLING-STOCK—*concluded.*

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1895.

VEHICLES.								
GOODS.		BRAKE-VANS.		TOTAL.		1895.	Serial Number.	REMARKS.
Total stock on the list.	Average number constantly under repairs and renewals.	Total stock on the list.	Average number constantly under repairs and renewals.	Vehicle stock on the list.	Average number of vehicles constantly under repairs and renewals.			
24,145	1,435·59	832	75·48	29,322	2,015·07	1st half		(a) Excluding the Deoghur railway.
25,037	1,521·88	848	149·41	30,312	2,261·65	2nd half		
25,037	1,478·73	848	112·46	30,312	2,138·36	Total and average.		
690	57·18	(*b*)18	2·39	736	61·92	1st half	LX	(b) Including 6 composites (brake-vans and postal).
710	24·29	(*b*)18	3·51	759	30·01	2nd half		
710	40·74	18	2·93	759	45·96	Total and average.		
...	...	...	...	...	...	1st half 2nd half Total and average.	LXIII	
...	...	...	...	...	...	1st half 2nd half Total and average.	LXIV	
...	...	...	...	...	...	1st half 2nd half Total and average.	LXV	
...	...	...	...	...	...	1st half 2nd half Total and average.	LXVI	
220	1·99	12	0·16	301	5·89	1st half	LXVII	
220	6·10	12	0·41	301	10·02	2nd half		
220	4·08	12	0·28	301	7·96	Total and average.		
...	...	...	...	...	...	1st half 2nd half Total and average.		
stock ordered for that line from England is received				...	...	1st half 2nd half Total and average.	LXVIII	
804	25·02	37	2·86	1,121	51·59	1st half	LXIX	
894	66·14	37	3·00	1,121	87·48	2nd half		
894	45·58	37	2·93	1,121	69·49	Total and average.		
...	...	...	...	...	...	1st half 2nd half Total and average.	LXX	(c) Opened for traffic on the 1st August 1895.
25,949	1,519·78	899	80·89	31,480	2,134·38	1st half		
26,801	1,618·47	915	150·33	32,493	2,389·16	2nd half		
26,861	1,569·13	915	118·61	32,493	2,261·77	Total and average.		
...	...	...	...	...	...	1st half 2nd half Total and average.		
						1st half 2nd half Total and average.	LXXVII	
188	6·00	...	...	248	10·00	1st half	LXXVIII	
188	...	...	...	249	...	2nd half		
188	3·00	...	...	249	5·00	Total and average.		
218	5·00	8	1·00	260	7·00	1st half	LXXX	
216	4·00	8	1·00	263	6·00	2nd half		
216	4·50	8	1·00	263	6·50	Total and average.		
21	0·97	(*d*)4	1·37	34	4·39	1st half	LXXXII	(d) Including three composites (brake-vans and third class) and one composite (brake-van, intermediate and third class).
21	1·05	(*d*)4	0·56	34	2·46	2nd half		
21	1·01	4	0·96	34	3·42	Total and average.		
113	3·00	6	0·50	158	6·50	1st half	LXXXIII	
113	6·00	6	2·00	158	14·00	2nd half		
113	4·50	6	1·25	158	10·25	Total and average.		
540	14·97	18	2·87	700	27·89	1st half		(e) Excluding the Cheera Company and the Jorhát railways.
538	11·05	18	3·57	704	22·46	2nd half		(f) Excluding the Deoghur, the Cheera Company and the Jorhát railways.
538	13·01	18	3·21	704	25·17	Total and average.		
76,016	4,022·74	3,196	318·82	90,955	5,614·64	...		

APPENDIX

STATISTICS OF INDIAN

STATEMENT OF

Half-years ended the 30th June and the 31st December 1895. [From No. XIV of

Serial Number.	Railway.	1895.	Train-miles.			
			Passengers.	Goods.	Mixed.	Light.
	Standard gauge.					
I	East Indian	1st half	765,857	3,066,935	1,767,135	272,425
		2nd half	774,328	2,765,771	1,857,805	227,489
		Total	1,540,185	5,832,706	3,624,640	499,914
II	Bengal-Nágpur	1st half	995	316,955	552,783	3,506
		2nd half	1,017	119,643	572,608	1,360
		Total	1,922	436,598	1,125,391	4,866
III	Indian Midland	1st half	212,510	216,537	277,854	17,109
		2nd half	212,979	161,632	298,029	13,874
		Total	425,489	378,169	575,883	30,983
V	Godhra-Rutlam-Nagda (open section)	1st half	Included with the Rajputana-Malwa railway. Details not furnished.			
		2nd half				
		Total				
VIII	East Coast (state) (Bezvada extension)	1st half	...	9,492	7,964	22
		2nd half	22	10,764	7,736	...
		Total	22	20,256	15,700	22
XII	North Western (state)	1st half	1,003,987	2,632,558	1,163,278	190,858
		2nd half	987,050	1,886,617	1,328,913	129,048
		Total	1,991,037	4,519,175	2,492,191	319,906
XIII	Hyderabad-Shadipalli	1st half	...	7,691	22,313	...
		2nd half	118	2,611	21,667	26
		Total	118	10,301	43,980	26
XIV	Oudh and Rohilkhand (state)	1st half	219,438	657,261	793,326	31,358
		2nd half	218,756	234,741	810,808	16,061
		Total	438,194	892,002	1,604,134	47,419
XV	Eastern Bengal (state)	1st half	267,087	262,186	243,410	5,808
		2nd half	278,728	440,703	233,433	1,928
		Total	545,815	702,889	476,843	7,736
XVI	Bengal Central	1st half	22,232	4,724	124,129	104
		2nd half	25,445	24,048	123,328	...
		Total	47,677	28,772	247,757	104
XVII	Calcutta Port Commissioners'	1st half	Information not furnished.			
		2nd half				
		Total				
XVIII	East Coast (state)	1st half	840	95,348	231,340	3,949
		2nd half	218	150,909	234,015	4,897
		Total	1,058	246,257	465,355	8,846
XXIV	Great Indian Peninsula (a)	1st half	1,510,732	2,577,671	581,846	160,595
		2nd half	1,536,378	1,684,222	571,276	123,346
		Total	3,053,110	4,261,893	1,153,122	283,941
XXV	Bombay, Baroda and Central India	1st half	540,921	683,201	235,563	1,851
		2nd half	559,756	346,667	239,476	3,458
		Total	1,100,677	1,029,868	475,039	5,309
XXVI	Madras	1st half	450,790	136,736	646,048	24,985
		2nd half	465,074	139,596	655,134	27,655
		Total	915,870	267,332	1,301,182	52,640
XXXIII	Bína-Goona	1st half	...	1,318	...	...
		2nd half	Included with the Indian Midland railway.			
		Total	...	1,318	...	...
XXXVI	The Nizam's Guaranteed State	1st half	44,740	106,663	220,186	1,257
		2nd half	46,915	79,052	224,090	689
		Total	91,655	185,715	444,276	1,946
XXXVII	The Gaekwar's Petlád	1st half	49	...	9,593	...
		2nd half	150	...	9,752	...
		Total	199	...	19,345	...
XXXVIII	Kolar gold-fields	1st half	...	1,792	14,478	...
		2nd half	...	1,364	14,762	78
		Total	...	3,156	29,240	78
	Total standard gauge carried over	1st half	5,046,685	10,777,068	6,891,540	713,827
		2nd half	5,106,943	8,039,340	7,202,532	549,909
		Total	10,153,628	18,816,408	14,094,072	1,263,736

A—*continued.*

RAILWAYS—(PART I)—*continued.*

TRAIN-MILEAGE.

Revenue Accounts.] Half-years ended the 30th June and the 31st December 1895.

Train-miles after apportioning mixed and light mileage.		Total train-mileage.	Assisting, shunting and miscellaneous mileage.	Total engine-mileage.	1895.	Serial Number.	Remarks.
Coaching.	Goods.						
2,263,299	3,609,053	5,872,352	1,183,244	7,060,596	1st half	I	
2,311,918	3,313,175	5,625,093	1,052,453	6,677,546	2nd half		
4,575,217	6,922,228	11,497,445	2,240,697	13,738,142	Total		
226,177	647,972	874,149	102,217	976,366	1st half	II	
265,055	429,573	694,628	90,966	785,594	2nd half		
491,232	1,077,545	1,568,777	193,183	1,761,960	Total		
341,902	382,108	724,010	72,043	796,053	1st half	III	
361,158	325,356	686,514	82,798	769,312	2nd half		
703,060	707,464	1,410,524	154,841	1,565,365	Total		
...	...	...	...	...	1st half	V	
...	...	...	..	...	2nd half		
...	...	...	...	...	Total		
4,850	12,618	17,478	2,053	19,531	1st half	VIII	
4,671	13,851	18,522	6,575	25,097	2nd half		
9,531	26,469	36,000	8,628	44,628	Total		
1,773,057	3,217,024	4,990,081	606,938	5,597,359	1st half	XII	
1,776,812	2,555,016	4,331,828	545,024	4,876,652	2nd half		
3,550,269	5,772,040	9,322,309	1,151,702	10,474,011	Total		
9,692	20,312	30,004	2,120	32,124	1st half	XIII	
12,136	12,286	24,422	1,679	26,101	2nd half		
21,828	32,598	54,426	3,799	58,225	Total		
587,754	1,113,629	1,701,383	286,447	1,987,830	1st half	XIV	
550,075	730,291	1,280,366	245,197	1,525,563	2nd half		
1,137,829	1,843,920	2,981,749	531,644	3,513,393	Total		
434,447	344,044	778,491	265,459	1,043,950	1st half	XV	
435,921	518,871	954,792	301,602	1,256,394	2nd half		
870,368	862,915	1,733,283	567,061	2,300,344	Total		
90,071	61,118	151,489	24,878	176,367	1st half	XVI	
98,343	74,478	172,821	25,729	198,550	2nd half		
188,414	135,596	324,310	50,607	374,917	Total		
					1st half	XVII	
					2nd half		
					Total		
144,142	187,335	331,477	59,560	391,037	1st half	XVIII	
144,605	245,434	390,039	56,420	446,459	2nd half		
288,747	432,769	721,516	115,980	837,496	Total		
1,930,171	2,906,673	4,836,844	615,798	5,452,642	1st half	XXIV	(a) Including the train-mileage (325,747 miles) of foreign lines worked by the company.
1,963,654	1,951,598	3,915,222	551,953	4,467,175	2nd half		
3,893,825	4,858,241	8,752,066	1,167,751	9,919,817	Total		
637,044	824,492	1,461,536	252,919	1,714,455	1st half	XXV	
661,105	488,252	1,149,357	172,538	1,321,895	2nd half		
1,298,149	1,312,744	2,610,893	425,457	3,036,350	Total		
629,499	629,000	1,258,565	222,898	1,481,463	1st half	XXVI	
649,602	628,857	1,278,459	232,486	1,510,945	2nd half		
1,279,101	1,257,923	2,537,024	455,384	2,992,408	Total		
...	1,318	1,318	...	1,318	1st half	XXXIII	
...	...	...	...	...	2nd half		
...	1,318	1,318	...	1,318	Total		
107,796	265,050	372,846	63,241	436,087	1st half	XXXVI	
112,350	238,396	350,746	54,909	405,655	2nd half		
220,146	503,446	723,592	118,150	841,742	Total		
6,267	3,366	9,633	3,609	13,242	1st half	XXXVII	
7,674	2,237	9,911	2,915	12,826	2nd half		
13,941	5,603	19,544	6,524	26,068	Total		
7,269	9,001	16,270	881	17,151	1st half	XXXVIII	
6,725	9,479	16,204	183	16,387	2nd half		
13,994	18,480	32,474	1,064	33,538	Total		
9,194,047	14,234,479	23,428,526	3,769,045	27,197,571	1st half		
9,361,604	11,537,120	20,898,724	3,423,427	24,322,151	2nd half		
18,555,651	25,771,599	44,327,250	7,192,472	51,519,722	Total		

APPENDIX

STATISTICS OF INDIAN

STATEMENT OF

Half-years ended the 30th June and the 31st December 1895. [From No. XIV

Serial Number.	Railway.	1895.	Train-miles. Passengers.	Goods.	Mixed.	Light.
	STANDARD GAUGE—*concld.*					
	Brought forward STANDARD GAUGE	1st half	5,046,085	10,777,068	6,891,546	713,827
		2nd half	5,106,943	8,039,340	7,202,532	549,909
		Total	10,153,028	18,816,408	14,094,078	1,263,736
XL	Rájpura-Bhátinda	1st half	926	78,935	85,553	7,535
		2nd half	615	32,755	86,285	6,635
		Total	1,541	111,690	171,838	14,170
	TOTAL STANDARD GAUGE	1st half	5,047,011	10,856,003	6,977,099	721,362
		2nd half	5,107,558	8,072,095	7,288,817	556,544
		Total	10,154,569	18,928,098	14,265,916	1,277,906
	METRE GAUGE.					
XLIII	Bengal and North-Western—					
	Tirhoot section	1st half	11,027	148,766	722,138	15,117
	Company's section	2nd half	10,298	84,648	734,432	10,609
		Total	21,325	233,414	1,456,570	25,726
XLIV	Rohilkund and Kumaon (Lucknow-Bareilly section).	1st half	Included with the Rohilkund and Kumaon railway (Company's section)			
		2nd half				
		Total				
XLV	Rajputana-Malwa (*a*)	1st half	362,223	2,144,357	1,233,005	109,347
		2nd half	375,397	983,519	1,294,376	41,680
		Total	737,620	3,127,876	2,527,381	151,027
XLVI	Pálanpur-Deesa	1st half	34	62	6,154	...
		2nd half	17	17	6,256	34
		Total	51	79	12,410	34
XLVII	Southern Mahratta	1st half	109,126	269,229	791,575	15,858
		2nd half	124,577	259,064	809,590	29,210
		Total	233,703	528,293	1,601,165	45,068
XLVIII	Guntakal-Mysore frontier	1st half	6,320	6,629	80,431	4,366
		2nd half	7,632	18,521	80,557	5,961
		Total	13,952	25,150	160,988	10,327
XLIX	Southern Mahratta (Mysore section)	1st half	791	40,119	238,846	1,218
		2nd half	3,029	29,982	254,252	3,422
		Total	3,820	70,101	493,098	4,640
L	South Indian	1st half	456,269	585,915	544,341	34,300
		2nd half	465,389	645,916	553,515	40,059
		Total	921,658	1,231,831	1,097,856	74,359
LI	Máyavaram-Mutupet	1st half	80	8,962	56,610	389
		2nd half	168	6,374	57,588	240
		Total	248	15,336	114,198	629
LII	Assam-Bengal (*b*)	1st half	...	...	...	...
		2nd half	761	114,228	42,857	2,431
		Total	761	114,228	42,857	2,431
LIII	Eastern Bengal (state)—					
	Northern and Behar sections (including the Kannia-Dharlla, 2' 6" gauge branch).	1st half	136,261	224,156	441,778	3,711
	Dacca section	2nd half	132,118	273,420	451,155	1,291
		Total	268,379	497,576	892,933	5,002
LIV	Burma (state)	1st half	223,041	298,524	476,614	36,469
		2nd half	241,719	180,341	529,486	22,585
		Total	44,760	478,865	1,006,100	59,054
LVII	Deoghur	1st half	Details not furnished.			
		2nd half			...	...
		Total				
LVIII	Rohilkund and Kumaon (Company's section).	1st half	15,188	49,171	180,126	8,498
		2nd half	897	31,600	176,194	3,862
		Total	16,085	80,771	356,320	12,360
LIX	Bengal Dooars	1st half	...	89	16,377	2,177
		2nd half	...	2,232	15,612	2,379
		Total	...	2,321	31,989	4,556
	TOTAL METRE GAUGE carried over	1st half	1,320,360	3,775,979	4,787,995	231,450
		2nd half	1,362,002	2,629,862	5,005,870	163,763
		Total (*c*)	2,682,362	6,405,841	9,793,865	395,213

A—*continued.*

RAILWAYS—(PART I)—*continued.*

TRAIN-MILEAGE—*continued.*

of Revenue Accounts.] Half-years ended the 30th June and the 31st December 1895

TRAIN-MILES AFTER APPORTIONING MIXED AND LIGHT MILEAGE.		Total train-mileage.	Assisting, shunting and miscellaneous mileage.	Total engine-mileage.	1895.	Serial Number.	REMARKS.
Coaching.	Goods.						
9,194,047	14,234,479	23,428,526	3,769,045	27,197,571	1st half		
9,361,604	11,537,120	20,898,724	3,423,427	24,322,151	2nd half		
18,555,651	25,771,599	44,327,250	7,192,472	51,519,722	Total		
42,339	130,610	172,949	29,569	202,518	1st half	XL	
45,282	81,008	126,290	19,623	145,913	2nd half		
87,621	211,618	299,239	49,192	348,431	Total		
9,236,386	14,365,089	23,601,475	3,798,614	27,400,089	1st half		
9,406,886	11,618,128	21,025,014	3,443,050	24,468,064	2nd half		
18,643,272	25,983,217	44,626,489	7,241,664	51,868,153	Total		
361,832	535,216	897,048	179,471	1,076,519	1st half	XLI	
409,195	430,792	839,987	161,071	1,001,058	2nd half		
771,027	966,008	1,737,035	340,542	2,077,577	Total		
...	...	...	...	...	1st half	XLIV	
					2nd half		
					Total		
1,112,901	2,736,031	3,848,932	509,093	4,358,025	1st half	XLV	(a) Including the open section of the Godhra-Rutlam-Nagda (standard gauge) railway, except in the case of total "train-mileage," "assisting, shunting, and miscellaneous mileage" and "total engine-mileage."
1,132,542	1,562,430	2,694,972	421,490	3,116,462	2nd half		
2,245,443	4,298,461	6,543,904	930,583	7,474,487	Total		
3,157	3,093	6,250	1,319	7,569	1st half	XLVI	
4,199	2,125	6,324	1,019	7,343	2nd half		
7,356	5,218	12,574	2,338	14,912	Total		
412,877	772,911	1,185,788	110,517	1,296,305	1st half	XLVII	
439,975	782,466	1,222,441	110,713	1,333,154	2nd half		
852,852	1,555,377	2,408,229	221,230	2,629,459	Total		
37,266	60,480	97,746	2,837	100,583	1st half	XLVIII	
39,046	73,625	112,671	2,889	115,560	2nd half		
76,312	134,105	210,417	5,726	216,143	Total		
119,117	161,857	280,974	22,677	303,651	1st half	XLIX	
123,604	167,081	290,685	25,859	316,544	2nd half		
242,721	328,938	571,659	48,536	620,195	Total		
748,879	871,946	1,620,825	290,774	1,911,599	1st half	L	
767,932	939,947	1,704,879	291,740	1,996,619	2nd half		
1,516,811	1,808,893	3,325,704	582,514	3,908,218	Total		
42,062	23,979	66,041	8,351	74,392	1st half	LI	
45,269	19,101	64,370	10,526	74,896	2nd half		
87,331	43,080	130,411	18,877	149,288	Total		
...	...	...	...	...	1st half	LII	(b) Opened for traffic on the 1st July 1895.
21,437	135,840	160,277	38,521	198,798	2nd half		
24,437	135,840	160,277	38,521	198,798	Total		
364,037	441,869	805,906	189,433	995,339	1st half	LIII	
366,423	491,561	857,984	187,437	1,045,421	2nd half		
730,460	933,430	1,663,890	376,870	2,040,760	Total		
452,169	582,479	1,034,648	185,756	1,220,404	1st half	LIV	
474,669	499,462	974,131	166,696	1,140,827	2nd half		
926,838	1,081,941	2,008,779	352,452	2,361,231	Total		
...	...	11,860	...	11,860	1st half	LVI	
					2nd half		
		11,860	...	11,860	Total		
89,298	163,685	252,983	65,021	318,004	1st half	LVIII	
89,141	123,412	212,553	38,594	251,147	2nd half		
178,439	287,097	465,536	103,615	569,151	Total		
10,221	8,422	18,643	2,538	21,181	1st half	LIX	
10,810	9,413	20,223	4,218	24,441	2nd half		
21,031	17,835	38,866	6,756	45,622	Total		
3,753,816	6,361,968	10,115,784	1,567,787	11,683,571	1st half		
3,927,242	5,234,255	9,161,497	1,460,773	10,622,270	2nd half		
7,681,058	11,596,223	19,289,141	3,028,560	22,317,701	Total (c)		(c) Including the Deoghar railway, for which yearly figures are shown.

APPENDIX

STATISTICS OF INDIAN

STATEMENT OF

[From No. XIV

Half-years ended the 30th June and the 31st December 1895.

Serial Number.	Railway.	1895.	Train-miles.			
			Passengers.	Goods.	Mixed.	Light.
	Metre gauge—*concld.*					
	Brought forward metre gauge	1st half	1,320,360	3,775,979	4,787,995	231,459
		2nd half	1,362,002	2,629,862	5,005,870	163,763
		Total	2,682,362	6,405,841	9,793,865	395,213
LX	Dibru-Sadiya	(a) 1st half	...	37,334	56,210	...
		2nd half	...	30,169	57,286	...
		Total	...	67,503	113,496	...
LXIII	The Gaekwar's Mehsana	1st half	40	22,207	41,054	180
		2nd half	24	3,985	41,955	37
		Total	64	26,192	83,009	217
LXIV	Kolhápur	1st half	3,773	620	17,521	...
		2nd half	5,850	696	15,737	...
		Total	9,623	1,316	33,258	...
LXV	Yeswantpur-Mysore frontier	1st half	5,312	3,317	32,239	1,280
		2nd half	5,494	7,280	32,703	3,281
		Total	10,806	10,597	64,942	4,561
LXVI	Mysore-Nanjangúd	1st half	6,945	249	3,930	30
		2nd half	7,905	15	3,480	30
		Total	14,850	264	7,410	60
LXVII	Jodhpore-Bikaneer—					
	Jodhpore section	1st half	876	9,374	139,431	447
		2nd half	824	3,370	141,006	396
		Total	1,700	12,750	281,037	843
	Bikaneer section	1st half	87	...	15,747	...
		2nd half	175	...	16,008	86
		Total	262	...	31,755	86
LXVIII	Oodeypore-Chitor	1st half	...	...	...	...
		2nd half	318	2,088	18,360	114
		Total	318	2,088	18,360	114
LXIX	Bhávnagar-Gondal-Jumágarh-Porbandar	1st half	40,158	129,833	169,820	5,379
		2nd half	40,422	42,418	134,955	4,776
		Total	80,580	172,251	294,775	10,155
LXX	Jetalsar-Rájkot	1st half	2,465	4,734	15,640	276
		2nd half	988	2,453	16,192	648
		Total	3,453	7,187	31,832	924
	Total metre gauge	1st half	1,380,016	3,983,647	5,272,587	239,042
		2nd half	1,424,002	2,722,342	5,481,152	173,131
		Total	2,804,018	6,705,989	10,753,739	412,173
	Special gauges.	(a)				
	Cherra-Companygunj (2′ 6″)	1st half	...	...	...	...
		2nd half	...	...	...	...
		Total	...	...	...	...
LXXVII	Jorbát (2′ 0″)	1st half	...	..	...	...
		2nd half	...	...	...	...
		Total	...	...	...	...
LXXVIII	Darjeeling-Himalayan (2′ 0″)	1st half	18,373	71,571	...	...
		2nd half	18,677	51,982	...	...
		Total	37,050	123,553	...	...
LXXX	The Gaekwar's Dabhoi (2′ 6″)	1st half	1,882	19,152	25,974	20
		2nd half	502	2,786	20,356	272
		Total	2,384	21,938	52,330	292
LXXXII	Cooch Behar (2′ 6″)	1st half	87	44	8,007	...
		2nd half	114	635	7,746	29
		Total	201	679	15,753	29
LXXXIII	Morvi (2′ 6″)	1st half	34,442	16,698	34,028	...
		2nd half	34,808	3,108	34,592	...
		Total	69,250	19,806	68,620	...
	Total special gauges	1st half	54,784	107,465	68,009	20
		2nd half	54,101	58,511	68,694	301
		Total	108,885	165,976	136,703	321
	Total of all gauges for the year	...	13,067,472	25,800,063	25,156,358	1,090,400

A—*continued.*

RAILWAYS—(PART I)—*continued.*

TRAIN-MILEAGE—*concluded.*

of Revenue Accounts.] Half-years ended the 30th June and the 31st December 1895.

Train-miles after apportioning Mixed and Light Mileage.		Total train-mileage.	Assisting, shunting and miscellaneous mileage.	Total engine-mileage.	1895.	Serial Number.	Remarks.
Coaching.	Goods.						
3,753,816	6,361,968	10,115,784	1,567,787	11,683,571	1st half		
3,927,242	5,234,255	9,161,497	1,460,773	10,622,270	2nd half		
7,681,058	11,596,223	19,289,141	3,028,560	22,317,701	Total (a)		(a) Including the Deeghur railway, for which yearly figures are shown.
18,737	74,807	93,544	32,146	125,690	1st half	LX	
19,095	68,360	87,455	31,134	118,589	2nd half		
37,832	143,167	180,999	63,280	244,279	Total		
28,407	35,074	63,481	13,086	76,567	1st half	LXIII	
30,201	15,800	46,001	8,189	54,190	2nd half		
58,608	50,874	109,482	21,275	130,757	Total		
16,584	5,330	21,914	86	22,000	1st half	LXIV	
17,318	4,935	22,253	87	22,370	2nd half		
33,932	10,265	44,197	173	44,370	Total		
18,760	23,388	42,148	610	42,758	1st half	LXV	
18,931	29,827	48,758	291	49,049	2nd half		
37,691	53,215	90,906	901	91,807	Total		
9,749	1,405	11,154	45	11,199	1st half	LXVI	
10,403	967	11,430	45	11,475	2nd half		
20,212	2,372	22,584	90	22,674	Total		
77,498	72,630	150,128	10,342	160,470	1st half	LXVII	
80,185	66,017	146,202	9,742	155,944	2nd half		
157,683	138,647	296,330	20,084	316,414	Total		
8,567	7,267	15,834	451	16,285	1st half		
9,208	7,061	16,269	380	16,649	2nd half		
17,775	14,328	32,103	831	32,934	Total		
...	...	...	...	...	1st half	LXVIII	
13,204	7,676	20,880	2,634	23,514	2nd half		
13,204	7,676	20,880	2,634	23,514	Total		
150,138	188,052	338,190	27,604	365,794	1st half	LXIX	
133,254	86,317	219,571	16,231	235,802	2nd half		
283,392	274,369	557,761	43,835	601,596	Total		
14,729	8,386	23,115	2,606	25,721	1st half	LXX	
13,675	6,006	20,281	2,751	23,032	2nd half		
28,404	14,992	43,396	5,357	48,753	Total		
4,096,985	6,778,307	10,875,292	1,654,763	12,530,055	1st half		
4,272,806	5,527,821	9,800,627	1,332,854	11,133,481	2nd half		
8,369,791	12,306,128	20,687,779	3,187,020	23,874,799	Total (a)		
...	...	6,750	...	6,750	1st half		
...	...	6,642	...	6,642	2nd half		
...	...	13,392	...	13,392	Total		
...	...	12,526	...	12,526	1st half	LXXVII	
...	...	12,730	...	12,730	2nd half		
...	...	25,256	...	25,256	Total		
18,373	71,571	89,944	...	89,944	1st half	LXXVIII	
18,677	51,982	70,659	...	70,659	2nd half		
37,050	123,553	160,603	...	160,603	Total		
16,798	30,230	47,028	446	47,474	1st half	LXXX	
17,211	12,705	29,916	350	30,266	2nd half		
34,009	42,935	76,944	796	77,740	Total		
4,624	3,514	8,138	494	8,632	1st half	LXXXII	
4,939	3,585	8,524	293	8,817	2nd half		
9,563	7,099	16,662	787	17,449	Total		
51,119	34,049	85,168	8,865	94,033	1st half	LXXXIII	
54,833	17,675	72,508	9,184	81,692	2nd half		
105,952	51,724	157,676	18,049	175,725	Total		
90 914	139,364	249,554	9,805	259,359	1st half		
95,660	85,947	200,979	9,827	210,806	2nd half		
186,574	225,311	450,533	19,632	470,165	Total		
27,199,637	38,514,656	65,764,801	10,448,316	76,213,117	...		

APPENDIX

STATISTICS OF INDIAN RAILWAYS—(PART I)—*continued.*

NET EARNINGS COMPARED WITH INTEREST ON CAPITAL.

[From Nos. VIII and XVII of the Revenue Accounts.]

Half-years ended the 30th June and the 31st December 1895.

Serial Number.	Railway.	1895.	Interest on capital.	Net earnings.	Difference.	
					Excess.	Deficiency.
			R	*R*	*R*	*R*
	STANDARD GAUGE.					
I	East Indian	1st half	(a)1,55,27,162	2,00,62,377	45,35,215	...
		2nd half	(a)1,55,29,663	1,76,33,079	21,03,416	...
		Total	3,10,56,825	3,76,95,456	66,38,631	...
II	Bengal-Nágpur	1st half	24,23,205	27,13,484	2,90,279	...
		2nd half	24,33,595	8,27,959	...	16,05,636
		Total	48,56,800	35,41,443	...	13,15,357
III	Indian Midland	1st half	22,97,481	9,08,122	...	13,89,359
		2nd half	23,00,015	7,40,239	...	15,59,776
		Total	45,97,496	16,48,361	...	29,49,135
IV	Bhopal-Itárai (British section)	1st half	44,471	23,827	...	20,644
		2nd half	44,852	22,287	...	22,565
		Total	89,323	46,114	...	43,209
VI	Wardha Coal	1st half	99,754	50,381	...	49,373
		2nd half	99,785	25,981	...	73,804
		Total	1,99,539	76,362	...	1,23,177
II	Dhond-Manmád	1st half	2,24,599	2,28,511	3,912	...
		2nd half	2,25,505	1,79,723	...	45,782
		Total	4,50,104	4,08,234	...	41,870
VIII	East Coast (state) (Bezwada extension)	1st half	28,623	49,013	20,390	...
		2nd half	28,616	46,106	17,490	...
		Total	57,239	95,119	37,880	...
XII	North Western (state)	1st half	(b)1,13,37,890	97,80,029	...	15,57,261
		2nd half	(b)1,12,03,707	66,66,968	...	45,36,739
		Total	2,25,40,997	1,64,46,997	...	60,94,000
XIII	Hyderabad-Shadipalli	1st half	35,662	29,195	...	6,467
		2nd half	35,418	17,413	...	18,005
		Total	71,080	46,608	...	24,472
XIV	Oudh and Rohilkhand (state)	1st half	32,27,419	33,74,748	1,47,329	...
		2nd half	31,42,530	18,81,198	...	12,61,332
		Total	63,69,949	52,55,946	...	11,14,003
XV	Eastern Bengal (state)	1st half	(b)21,09,964	19,02,828	...	2,07,136
		2nd half	(b)20,47,032	35,99,075	15,52,043	...
		Total	41,56,996	55,01,903	13,44,907	...
XVI	Bengal Central	1st half	3,09,609	1,79,158	...	1,30,451
		2nd half	2,99,335	2,19,651	...	79,684
		Total	6,08,944	3,98,809	...	2,10,135
XVII	Calcutta Port Commissioners'	1st half	(c) 37,254	84,527	47,273	...
		2nd half	(c) 37,254	92,012	55,358	...
		Total	74,508	1,77,139	1,02,631	...
	TOTAL STANDARD GAUGE carried over	1st half	3,77,02,493	3,93,86,200	16,83,707	...
		2nd half	3,74,27,307	3,19,52,291	...	54,75,016
		Total	7,51,29,800	7,13,38,491	...	37,91,309

(a) Including contribution to Provident Fund and Annuity.
(b) Including Annuity.
(c) Including contribution to Sinking Fund.

A—*continued.*

STATISTICS OF INDIAN RAILWAYS—(PART I)—*continued.*

NET EARNINGS COMPARED WITH INTEREST ON CAPITAL—*continued.*

[From Nos. VIII and XVII of the Revenue Accounts.]

Half-years ended the 30th June and the 31st December 1895.

Serial Number.	Railway.	1895.	Interest on capital.	Net earnings.	Difference.	
					Excess.	Deficiency.
			₹	₹	₹	₹
	Standard gauge—*concld.*					
	Brought forward standard gauge	1st half	3,77,02,493	3,93,86,200	16,83,707	
		2nd half	3,74,27,307	3,19,52,291	...	54,75,016
		Total .	7,51,29,800	7,13,38,491	...	37,91,309
XVIII	East Coast (state)	1st half	9,22,063	2,39,087	...	6,82,976
		2nd half	9,72,029	90,097	...	8,81,932
		Total .	18,94,092	3,29,184	...	15,64,908
XXIV	Great Indian Peninsula	1st half	(a) 66,75,065	99,34,252	32,59,187	...
		2nd half	65,51,947	49,01,751	...	16,50,196
		Total .	1,32,27,012	1,48,36,003	16,08,991	...
XXV	Bombay, Baroda and Central India .	1st half	23,27,816	73,88,775	50,60,959	...
		2nd half	(a) 24,44,484	36,58,763	12,14,279	...
		Total .	47,72,300	1,10,47,538	62,75,238	...
XXVI	Madras	1st half	(a) 29,16,992	30,24,901	1,07,909	...
		2nd half	29,07,475	28,53,828	...	53,647
		Total .	58,24,467	58,78,729	54,262	...
XXXI	Khámgaon	1st half	10,212	17,552	7,340	...
		2nd half	10,391	8,478	...	1,913
		Total .	20,603	26,030	5,427	...
XXXII	Amraoti	1st half	8,979	24,786	15,807	...
		2nd half	8,998	13,466	4,468	...
		Total .	17,977	38,252	20,275	...
XXXV	Bhopal-Itársi (Native state section) .	1st half	1,00,000	53,250	...	46,750
		2nd half	1,00,000	49,571	...	50,429
		Total .	2,00,000	1,02,821	...	97,179
XXXVI	The Nizam's Guaranteed State . .	1st half	(b) 13,96,363	9,19,245	...	4,77,118
		2nd half	(b) 13,01,695	6,57,904	...	6,43,791
		Total .	26,98,058	15,77,149	...	11,20,909
XXXVII	The Gaekwar's Petád	1st half	14,464	28,719	14,255	...
		2nd half	14,460	17,867	3,407	...
		Total .	28,924	46,586	17,662	...
XXXVIII	Kolar Gold-fields	1st half	13,057	31,046	17,989	...
		2nd half	13,171	25,333	22,162	...
		Total .	26,228	56,379	40,151	...
XL	Rájpura-Bhatinda	1st half	1,34,476	3,52,085	2,27,609	...
		2nd half	1,34,137	2,31,421	97,284	...
		Total .	2,68,613	5,83,506	3,24,893	...
XLI	Jammu and Kashmir (Native state section).	1st half	19,209	9,270	...	9,939
		2nd half	19,200	8,993	...	10,207
		Total .	38,409	18,263	...	20,146
	Total standard gauge carried over (c)	1st half	5,22,41,189	6,14,19,168	91,77,979	...
		2nd half	5,19,05,294	4,44,79,763	...	74,25,531
		Total .	10,41,46,483	10,58,98,931	17,52,448	...

(a) Including contribution to Provident Fund.
(b) Including contribution to Sinking Fund.
(c) Excluding the Godhra-Rutlam-Nagda (open section), the Delhi-Umballa-Kalka and the Tarkessur, the Bina-Gooma and the Bhopal-Ujjain railways.

APPENDIX

STATISTICS OF INDIAN RAILWAYS—(PART I)—*continued.*

NET EARNINGS COMPARED WITH INTEREST ON CAPITAL—*continued.*

[From Nos. VIII and XVII of the Revenue Accounts.]

Half-years ended the 30th June and the 31st December 1895.

Serial Number.	Railway.	1895.	Interest on capital.	Net earnings.	Difference. Excess.	Difference. Deficiency.
			R	*R*	*R*	*R*
	Brought forward STANDARD GAUGE	1st half	5,22,41,189	6,14,19,168	91,77,979	...
		2nd half	5,19,05,294	4,44,79,763	...	74,25,531
	METRE GAUGE.	Total .	10,41,46,483	10,58,98,931	17,52,448	...
XLIII	Bengal and North-Western—					
	Tirhoot section	1st half	5,08,041	9,36,887	4,28,846	...
		2nd half	5,09,972	5,57,705	47,733	...
		Total .	10,18,013	14,94,592	4,76,579	...
	Company's section	1st half	7,24,505	11,21,842	3,97,337	...
		2nd half	7,24,505	6,41,391	...	83,114
		Total .	14,49,010	17,63,233	3,14,223	...
XLIV	Rohilkund and Kumaon (Lucknow-Bareilly section).	1st half	1,75,107	2,14,027	38,920	...
		2nd half	(*a*) 1,75,190	1,00,664	...	74,526
		Total	3,50,297	3,14,691	...	35,606
XLV	Rajputana-Malwa (*b*)	1st half	(*c*) 40,00,929	92,33,500	51,32,571	...
		2nd half	(*c*) 33,36,120	52,35,695	19,99,575	...
		Total .	74,27,049	1,44,69,195	70,42,146	...
XLVI	Pdianpur-Deesa	1st half	7,807	14,705	6,898	...
		2nd half	7,971	8,140	169	...
		Total .	15,778	22,845	7,067	...
XLVII	Southern Mahratta	1st half	(*c*) &(*d*) 27,19,716	14,17,715	...	13,02,011
		2nd half	(*c*) & (*d*) 26,32,498	11,92,395	...	14,40,103
		Total .	53,52,224	26,10,110	...	27,42,114
XLVIII	Guntakal-Mysore frontier	1st half	1,17,208	93,884	...	23,324
		2nd half	1,17,430	(*a*) 87,773	...	29,657
		Total .	2,34,638	1,81,657	...	52,981
XLIX	Southern Mahratta (Mysore section) .	1st half	(*a*) & (*c*) 5,18,122	3,11,622	...	2,06,500
		2nd half	(*a*) & (*c*) 5,16,113	3,24,120	...	1,91,993
		Total .	10,34,235	6,35,742	...	3,98,493
L	South Indian	1st half	(*a*)&(*c*) 23,18,193	20,48,731	...	2,69,462
		2nd half	(*a*)&(*c*) 22,34,250	18,62,564	...	3,71,686
		Total .	45,52,443	39,11,295	...	6,41,148
LI	Mayavaram-Mutupet	1st half	47,055	48,367	1,312	...
		2nd half	48,645	45,302	...	3,343
		Total .	95,700	93,669	...	2,031
LII	Eastern Bengal (state)—					
	Northern and Behar sections (including the Kaunia-Dhartla, 2' 6" gauge, branch)	1st half	7,07,772	13,03,596	5,95,824	...
		2nd half	7,98,963	18,17,950	10,18,987	...
		Total .	15,96,735	32,11,546	16,14,811	...
	Dacca section	1st half	1,34,748	1,17,752	...	16,996
		2nd half	1,34,501	1,43,273	8,772	...
		Total .	2,69,249	2,61,025	...	8,224
LIV	Burma (state)	1st half	13,00,717	19,70,688	6,69,971	...
		2nd half	13,84,398	7,31,669	...	6,52,729
		Total .	26,85,115	27,02,357 .	17,242	...
	TOTAL METRE GAUGE carried over .	1st half	1,34,59,930	1,89,13,316	54,53,386	...
		2nd half	1,26,20,556	1,27,58,641	1,38,085	...
		Total .	2,60,80,486	3,16,71,957	55,91,471	...

(*a*) Including contribution to Provident Fund.
(*b*) Including the Godhra-Ratlam-Nagda railway (open section).
(*c*) Including share of surplus profits payable to the working company.
(*d*) Including contribution to Provident Fund and interest on advance by the Secretary of State.
(*e*) Opened for traffic on the 1st July 1895.

A—*continued.*

STATISTICS OF INDIAN RAILWAYS—(PART I)—*concluded.*

NET EARNINGS COMPARED WITH INTEREST ON CAPITAL—*concluded.*

[From Nos. VIII and XVII of the Revenue Accounts.]

Half-years ended the 30th June and the 31st December 1895

Serial Number.	Railway.	1895.	Interest on capital.	Net earnings.	Difference.	
					Excess.	Deficiency.
			R	*R*	*R*	*R*
	METRE GAUGE—*concld.*					
	Brought forward METRE GAUGE .	1st half	1,34,59,930	1,89,13,316	54,53,386	...
		2nd half	1,26,20,556	1,27,58,641	1,38,085	...
		Total .	2,60,80,486	3,16,71,957	55,91,471	...
LX	Dibru-Sadiya	1st half	(a)2,28,028	1,33,975	...	95,053
		2nd half	2,28,391	1,36,568	...	91,823
		Total .	4,56,419	2,69,543	...	1,86,876
LXIII	The Gaekwar's Mehsána	1st half	64,149	1,29,965	65,816	...
		2nd half	64,933	72,475	7,542	...
		Total .	1,29,082	2,02,440	73,358	...
LXIX	Bhávnagar-Gondal-Junágarh-Porbandar .	1st half	3,40,174	6,15,649	2,66,475	...
		2nd half	3,51,519	2,05,571	...	1,45,948
		Total .	7,00,693	8,21,220	1,20,527	...
LXX	Jetalsar-Rájkot	1st half	29,931	42,424	12,493	...
		2nd half	29,970	35,024	5,053	...
		Total .	59,901	77,448	17,546	...
	TOTAL METRE GAUGE (*b*) .	1st half	1,41,31,212	1,98,34,329	57,03,117	...
		2nd half	1,32,95,369	1,32,08,279	...	87,090
		Total .	2,74,26,581	3,30,42,608	56,16,027	...
	SPECIAL GAUGES.					
	Cherra-Companyganj (2′ 6″) . . .	1st half	7,035	1,437	...	5,598
		2nd half	7,027	1,324	...	5,703
		Total .	14,062	2,761	...	11,301
LXXVII	Jorhát (2′ 0″)	1st half	16,413	6,623	...	9,790
		2nd half	16,506	12,096	...	4,410
		Total .	32,919	18,719	...	14,200
LXXX	The Gaekwar's Dabhoi (2′ 6″) . .	1st half	37,962	71,900	33,938	...
		2nd half	38,162	24,864	...	13,298
		Total .	76,124	96,764	20,640	...
LXXXII	Cooch Behar (2′ 6″)	1st half	14,450	12,660	...	1,790
		2nd half	14,617	6,540	...	8,077
		Total .	29,067	19,200	...	9,867
LXXXIII	Morvi (2′ 6″)	1st half	45,198	1,19,406	74,208	...
		2nd half	47,988	80,721	32,733	...
		Total .	93,186	2,00,127	1,06,941	...
	TOTAL SPECIAL GAUGES (*c*) .	1st half	1,21,058	2,13,026	91,968	...
		2nd half	1,24,300	1,24,545	245	...
		Total .	2,45,358	3,37,571	92,213	...
	TOTAL OF ALL GAUGES FOR THE YEAR .	...	13,18,18,422	13,92,79,110	74,60,688	...

(*a*) Figures obtained from chapter II, part II of the Administration Report.
(*b*) Excluding the Assam-Bengal, the Deoghur, the Rohilkund and Kumaon (Company's section), Bengal Deoare, Kolhápur, Yeravatpur-Mysore frontier, and Mysore-Nanjangúd and the Jodhpore-Bickaneer railways, but including the Godhra-Rutlam-Nagda railway (open section).
(*c*) Excluding the Darjeeling-Himalayan railway.

APPENDIX A—*continued.*

INDIAN RAILWAYS.

Statistics of their working for the half-years ended the 30th June and the 31st December 1895.

PART II.

SUMMARY OF ANALYSIS OF WORKING.

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APPENDIX

STATISTICS OF INDIAN

Half-years ended the 30th June and the 31st December 1895.

Progressive number.	Headings.	1895.	State lines worked by companies.			State lines worked by the State.				Lines worked by the State.	
			I. East Indian railway system.	II. Bengal-Nagpur.	III. Indian Midland railway system.	XII. North Western (state) railway system, excluding military lines.	XIV. Oudh and Rohilkhand (state).	XV. Eastern Bengal (state). (f)	XVIII. East Coast (state).	XXIV. Great Indian Peninsula railway system. (g)	XXV. Bombay, Baroda and Central India.
	DESCRIPTION OF RAILWAY WORKED.										
1	Gauge of railway	1st half	5' 6"	5' 6"	5' 6"	5' 6"	5' 6"	5' 6"	5' 6"	5' 6"	5' 6"
		2nd ,,	5' 6"	5' 6"	5' 6"	5' 6"	5' 6"	5' 6"	5' 6"	5' 6"	5' 6"
2	Mean mileage worked . . . . *Miles*	1st half	(a)1,892·80	862·33	753·78	1,772·63	797·18	373·61	374·46	1,490·23	460·90
		2nd ,,	(b)1,918·10	862·33	859·12	1,802·39	797·18	373·97	416·95	1,490·23	460·90
3	Number of stations . . . . *No.*	1st half	258	94	(c)102	247	120	94	60	217	88
		2nd ,,	263	94	(c)121	249	120	98	64	217	88
4	Total length of the following gradients:										
	(a) 1/0 and less . . . . *Miles*	1st half	5·78	...	...	5·48	...	...	...	19·31	...
		2nd ,,	5·78	...	...	1·23	...	...	...	19·31	...
	(b) 1/0 to 1/80 . . . . ,,	1st half	13·70	...	6·75	28·14	...	...	...	2·36	1·35
		2nd ,,	13·70	...	6·75	19·16	...	...	...	2·36	1·35
	(c) 1/80 to 1/60 . . . . ,,	1st half	27·54	83·44	4·20	27·26	...	...	...	62·10	0·24
		2nd ,,	27·54	83·44	4·20	26·85	...	...	...	62·10	0·24
	(d) 1/60 to 1/30 . . . . ,,	1st half	161·20	274·66	199·00	83·83	5·04	0·55	88·91	516·07	6·23
		2nd ,,	161·20	274·66	232·69	100·14	5·04	0·35	99·18	516·07	6·23
	(e) 1/30 to 1/20 . . . . ,,	1st half	120·72	80·48	67·32	38·27	18·05	1·09	35·17	204·78	12·99
		2nd ,,	120·72	80·48	70·65	89·02	18·05	1·09	39·63	204·78	12·99
5	Steepest gradient worked—										
	(a) Inclination	1st half	1/25	1/25	1/25	1/25	1/125	1/125	1/125	1/25	1/25
		2nd ,,	1/25	1/25	1/25	1/25	1/125	1/125	1/125	1/25	1/25
	(b) Length . . . . *Miles*	1st half	3·98	0·40	2·40	1·19	0·40	0·14	19·70	5·85	1·35
		2nd ,,	3·98	0·40	2·40	0·62	0·40	0·14	63·84	5·85	1·35
	FINANCIAL RESULTS.										
6	Percentage of net earnings (including steam-boat traffic) for each half-year on capital outlay . . . . *Per cent.*	1st half	5·17	2·76	(d)1·03	(e)3·27	3·23	3·17	0·58	3·52	7·32
		2nd ,,	4·50	0·84	(d)0·84	(e)2·31	1·79	3·91	0·19	1·75	3·60
7	Percentage of net earnings for each half-year on paid up capital . . . . ,,	1st half	...	2·73	(d)1·02	...	...	...	...	3·52	7·36
		2nd ,,	...	0·83	(d)0·83	...	...	...	...	1·75	3·65
	OUTLAY, EARNINGS AND EXPENSES. (*Exclusive of Steam-boat Service.*)										
8	Capital outlay per mile open . . . *R*	1st half	2,04,943	1,11,052	(d)1,27,439	(e)1,81,489	1,27,220	2,26,129	97,350	2,13,069	2,10,144
		2nd ,,	2,06,072	1,11,482	(d)1,27,307	(e)1,77,785	1,28,108	2,28,835	1,03,785	2,13,427	2,13,022
9	Total earnings per mile open per week ,,	1st half	600	199	137	404	203	392	101	507	903
		2nd ,,	527	107	104	315	203	570	81	305	362
10	Total working expenses per mile open per week . . . . . ,,	1st half	185	78	86	180	130	181	72	245	293
		2nd ,,	168	70	66	139	113	174	70	233	259
11	Total earnings per train-mile . . ,,	1st half	5·02	5·11	3·70	4·13	3·57	4·10	2·95	4·06	7·41
		2nd ,,	4·67	3·46	3·38	3·84	3·29	4·91	2·26	3·61	3·89
12	Total working expenses per train-mile ,,	1st half	1·55	2·01	2·34	1·84	1·59	1·89	2·11	1·96	2·40
		2nd ,,	1·49	2·27	2·16	1·93	1·82	1·50	1·96	2·30	2·70
13	Net earnings per train-mile . . ,,	1st half	3·47	3·10	1·36	2·29	1·98	2·21	0·84	2·10	5·01
		2nd ,,	3·18	1·19	1·22	1·91	1·47	3·41	0·31	1·31	3·15
14	Cost per 1,000 gross ton-miles moved (freight and dead-weight) . . ,,	1st half	3·07	4·76	6·04	5·09	4·67	6·84	6·35)	6·65	5·51
		2nd ,,	3·04	6·33	6·78	5·37	5·67	4·36	6·78	8·51	7·61
15	Percentage of total working expenses on total earnings . . . *Per cent.*	1st half	30·91	39·26	63·22	44·55	44·49	46·21	71·59	48·24	32·42
		2nd ,,	31·95	65·60	63·96	50·35	55·38	30·62	86·48	63·69	46·17
16	Percentage of total working expenses on total earnings, excluding from both sides of the account the charges for carriage of revenue stores . . ,,	1st half	29·47	37·90	62·28	42·36	42·62	45·31	69·83	46·36	31·37
		2nd ,,	30·19	64·22	63·14	48·38	54·05	30·07	85·85	62·15	44·76
	(*Inclusive of Steam-boat Service.*)										
17	Percentage of total working expenses on total earnings (for details, see items 123—29) . . . . *Per cent.*	1st half	31·04	39·26	63·22	44·65	44·49	47·84	76·25	48·24	32·42
		2nd ,,	32·11	65·60	63·96	50·40	55·38	31·18	89·56	63·69	46·17

(a) Including 33·75 miles of the Eastern Bengal (state) railway, and 1 mile of the Rajputana-Malwa railway, worked over by the undertaking.
(b) Including 34·30 miles of the Eastern Bengal (state) railway, and 1 mile of the Rajputana-Malwa railway, worked over by the undertaking.
(c) Including Agra junction and Tundla.
(d) Indian Midland railway only.
(e) Excluding the Hyderabad-Shadipalli and the Rájpura-Bhátinda railways, and the Jammu and Kashmir railway (Native state section).
(f) Including the Bengal Central railway, excepting items 6, 8 and 196 to 199.
(g) Including the Dhond-Manmád, the Wardha Coal, the Khámgaon, and the Amráoti railways, excepting items 6 to 8 and 196 to 199.

A—*continued.*

RAILWAYS—(Part II).

Half-years ended the 30th June and the 31st December 1895.

GAUGE.		METRE GAUGE.												
GUARANTEED.	LINE OWNED BY NATIVE STATE AND WORKED BY COMPANY.	STATE LINES WORKED BY COMPANIES.					STATE LINES WORKED BY THE STATE.		ASSISTED COMPANY.	LINES OWNED AND WORKED BY NATIVE STATES.				1895.	Progressive number.
										LXVII.		LXIX.			
XXVI.	XXXVI.	XLIII.	XLV.	XLVII.	L.	LII.	LIII.	LIV.	LVIII.	Jodhpore section.	Bikaneer section.	Bhávnagar-Gondal-Junágarh-Porbandar railway system.			
Madras railway system.	The Nizam's Guaranteed State railway system.(A)	Bengal and North-Western railway system.(B)	Rájputana-Malwa.	Southern Mahratta railway system.	South Indian railway system.	Assam-Bengal. (J)	Eastern Bengal (state), including the Kaunia-Dhartia (5′ 6″ gauge) branch.	Burma (state).	Rohilkund and Kumaon railway system.						
5′ 6″	5′ 6″	5′ 6″	5′ 6″	5′ 6″	5′ 6″		5′ 6″	5′ 6″	5′ 6″	5′ 6″	5′ 6″	5′ 6″		1st half	1
5′ 6″	5′ 6″	5′ 6″	5′ 6″	5′ 6″	5′ 6″		5′ 6″	5′ 6″	5′ 6″	5′ 6″	5′ 6″	5′ 6″		2nd ,,	
849·22	354·70	756·30	1,673·94	1,556·20	1,103·38		564·45	745·39	292·57	320·50	43·50	380·07		1st half	2
849·22	354·70	756·30	1,673·94	1,556·20	1,103·38		564·43	834·20	271·24	320·50	43·50	379·69		2nd ,,	
150	44	127	234	205	166		84	117	44	37	4	86		1st half	3
153	44	129	234	205	167		84	126	44	36	4	86		2nd ,,	
...	...	...	3′40	2·94	...		...	...	...	...	...	...		1st half	
...	...	...	3′40	2·94	...		...	2·29	...	...	...	...		2nd ,,	
22·64	...	...	0·23	48·37	...		...	...	6·41	...	...	0·07		1st half	
22·64	...	...	0·23	48·37	...		...	8·18	6·41	...	...	0·07		2nd ,,	
50·13	83·60	...	18·75	499·86	119·39		0·07	1·45	7·29	...	...	0·15		1st half	4
50·13	83·60	...	18·75	499·86	119·39		0·07	14·00	7·29	...	...	0·15		2nd ,,	
197·46	113·01	3′42	398·68	2156·94	207·01		10·21	59·73	1′49	44·85	12·46	107·71		1st half	
197·46	113·01	3′42	398·68	2396·94	207·91		10·21	86·87	1′49	44·85	12·46	107·71		2nd ,,	
124·10	81·01	3′06	137·51	87·82	81·80		9·94	69·87	5·81	27·00	4·32	54·68		1st half	
824·10	81·01	3′06	137·51	87·82	81·80		9·94	79·71	5·81	27·00	4·32	54·68		2nd ,,	
½	1/20	1/20	½	½	1/20		1/20	1/20	½	1/20	1/20	½		1st half	
½	1/20	1/20	½	½	1/20		1/20	½	½	1/20	1/20	½		2nd ,,	
0′80	2·53	3′42	3′40	2·94	3′12		0·07	0·68	3′00	11·50	1·02	0·07		1st half	5
0′80	2·53	3′42	3′40	2·94	3′12		0·07	2·29	3′00	11·50	1·02	0·07		2nd ,,	
2′52	2′28	3′81	6·66	1′55	2′67		3′24	3′03	2′85	5·09	2·61	3′46		1st half	6
2′38	1′62	2′19	3′90	1′36	2′40		4′20	1′00	1′50	3′75	2·03	1′26		2nd ,,	
2′52	1′62	...	...	...	...		...	...	...	...	...	...		1st half	7
2′38	1′26	...	...	...	...		...	...	...	...	...	...		2nd ,,	
1,39,560	1,19,644	69,660	76,191	76,930	69,636		80,972	84,643	36,918	20,034	22,311	(A) 40,653		1st half	8
1,39,874	1,19,687	68,899	76,314	77,214	69,768		81,088	85,221	37,047	19,989	22,311	(A) 40,920		2nd ,,	
262	200	154	318	114	160		175	202	94	66	40	134		1st half	9
253	170	112	220	103	161		198	199	73	51	36	82		2nd ,,	
123	93	55	116	69	86		73	100	53	27	18	68		1st half	10
122	94	56	101	64	95		70	93	51	22	19	58		2nd ,,	
4′53	4′73	3′37	3′15	2′81	2′70		3′19	3′78	2′82	3′67	2′86	3′67		1st half	11
4′31	4′74	2′62	3′71	2′48	2′61		3′39	3′87	2′44	2′89	2′53	3′37		2nd ,,	
2′13	2′25	1′21	1′36	1′66	1′46		1′33	1′86	1′61	1′49	1′26	1′85		1st half	12
2′08	2′34	1′32	1′71	1′51	1′53		1′39	2′07	1′68	1′25	1′32	2′37		2nd ,,	
2′40	2′48	2′16	2′39	1′15	1′24		1′86	1′92	1′21	3′18	1′60	1′82		1st half	13
2′23	1′90	1′30	2′00	0′09	1′08		2′19	0′80	0′76	1′64	1′21	1′00		2nd ,,	
7′05	6′39	5′16	5′79	9′09	8′03		7′37	8′25	7′56	7′97	6′59	10′78		1st half	14
7′08	6′75	6′56	7′84	8′45	9′19		6′83	10′87	8·40	7′22	7′29	14′57		2nd ,,	
47′10	47′50	35′97	36′32	59′11	53′89		41′60	49′32	57′02	40′51	44′10	50′39		1st half	15
48′27	55′07	50′21	46′04	60′83	58′60		35′49	72′22	69·82	43′01	52′06	70′26		2nd ,,	
46′44	46′11	35′31	34′80	57′89	53′04		40′58	48′42	56′17	40′44	44′09	50′01		1st half	16
47′68	53′52	48·98	44′87	59′10	57′56		35′17	71′78	68·05	42·87	52′03	69′87		2nd ,,	
47′10	47′50	36′95	36′32	59′11	53′89		44′87	49·88	57′02	40′51	44′10	50′39		1st half	17
48′27	55′07	49′04	46′04	60′83	58′60		38′24	73′67	68·82	43′01	52′06	70′26		2nd ,,	

(A) Including the Bezwada extension (East Coast state railway) excepting items 6 to 8.
(B) Although for convenience classed amongst state railways, the company's section of the line is the property of the Bengal and North-Western Railway Company.
(J) The line having been only recently opened for traffic, reliable statistics are not available.
(A) Calculated on the mileage, excluding the dock estates and quarry lines constructed and maintained by the Native states as separate undertakings from the Bhávnagar-Gondal-Junágarh-Porbandar railway.

APPENDIX

STATISTICS OF INDIA

Half-years ended the 30th June and the 31st December 1895.

STANDARD

Progressive number.	Headings.	1895.	State lines worked by companies. I. East Indian railway system.	State lines worked by companies. II. Bengal-Nagpur.	State lines worked by companies. III. Indian Midland railway system.	State lines worked by the State. XII. North Western (state) railway system, excluding military lines.	State lines worked by the State. XIV. Oudh and Rohilkhand (state).	State lines worked by the State. XV. Eastern Bengal (state).	State lines worked by the State. XVIII. East Coast (state).	Lines worked by com XXIV. Great Indian Peninsula railway system.	Lines worked by com XXV. Bombay, Baroda and Central India.
	DIVISION OF EXPENDITURE BETWEEN COACHING AND GOODS TRAFFIC.										
18	Total working expenses for both coaching and goods traffics . . . . *R*	1st half	87,13,180	16,84,322	15,93,654	80,53,854	26,21,405	16,97,358	6,82,409	92,66,227	33,53,350
		2nd ,,	80,01,141	15,08,301	14,19,063	72,19,332	22,36,502	15,77,910	7,41,723	88,37,884	29,89,050
	Proportions, *dividing expenditure in ratios of gross ton-mileage (separately and dead-load).*										
19	Coaching . . . . ,,	1st half	22,09,618	3,61,414	6,00,407	20,19,513	7,26,882	7,56,623	2,79,239	27,90,363	8,34,875
		2nd ,,	23,32,282	5,19,359	6,30,591	22,18,812	8,59,952	5,08,771	3,04,638	35,80,754	19,16,854
20	Goods . . . . ,,	1st half	65,33,568	13,22,908	9,93,247	60,41,341	18,56,523	9,40,735	4,03,170	64,75,864	25,18,475
		2nd ,,	56,68,859	9,88,942	7,79,472	50,01,120	13,79,550	10,69,139	4,37,085	52,57,130	17,69,196
	Multipliers for converting results based on the ton-mileage division of expenses into results based on—										
	Train-mileage. Coaching (*items 77 to 80 and items 81 to 88 partially*) . .	1st half	1·53	1·21	1·26	1·44	1·25	1·27	1·06	1·33	1·14
		2nd ,,	1·41	1·11	1·18	1·38	1·13	1·17	0·90	1·24	1·11
	Train-mileage. Goods (*items 113 to 115 and items 116 to 118 partially*) . .	1st half	0·82	0·94	0·83	0·85	0·91	0·79	0·96	0·86	0·75
		2nd ,,	0·83	0·94	0·81	0·83	0·92	0·78	1·07	0·84	0·72
	Coaching and goods earnings. Coaching (*items 77 to 80 and items 81 to 88 partially*) . .	1st half	1·27	0·93	1·17	1·21	1·29	1·05	1·45	0·87	1·04
		2nd ,,	1·22	0·93	1·00	1·12	1·21	0·94	1·37	0·83	0·99
	Coaching and goods earnings. Goods (*items 113 to 115 and items 116 to 118 partially*) . .	1st half	0·91	1·02	0·90	0·93	0·89	0·96	0·69	1·05	0·99
		2nd ,,	0·91	1·04	1·00	0·93	0·87	1·03	0·74	1·12	1·03
	COACHING TRAFFIC.										
	Gross receipts and train-mileage—										
21	Receipts from coaching traffic *R*	1st half	93,29,443	8,11,861	11,31,630	55,11,234	21,51,996	17,13,870	5,69,456	51,18,025	27,62,965
		2nd ,,	92,16,990	7,09,329	10,06,193	51,59,933	18,85,097	16,39,492	4,84,035	46,81,452	25,80,559
22	Coaching train-miles run *No.*	1st half	2,263,299	226,177	341,902	1,617,000	587,754	524,518	144,142	1,930,171	635,450
		2nd ,,	2,311,918	265,055	361,158	1,634,227	559,073	534,264	144,603	1,963,634	661,165
23	Average coaching receipts per train-mile . . . . *R*	1st half	4·12	3·59	3·31	3·41	3·66	3·27	3·95	2·65	4·35
		2nd ,,	3·99	2·68	2·79	3·16	3·43	3·07	3·35	2·38	3·90
	UNITS AND UNIT-MILEAGE—										
	Number of units carried one mile—										
24	1st class . . . *Unit-miles*	1st half	3,910,478	254,731	976,722	2,726,400	990,641	821,543	100,742	3,889,059	1,557,832
		2nd ,,	4,113,643	268,838	989,500	2,984,416	937,009	780,601	109,746	4,599,216	1,265,120
25	2nd ,, . . . ,,	1st half	11,365,451	542,352	2,796,183	8,993,504	2,881,673	1,939,756	347,699	16,305,682	8,356,394
		2nd ,,	13,495,359	646,315	2,840,774	9,029,205	2,954,125	2,106,583	359,501	16,731,219	7,614,197
26	3rd or intermediate class . ,,	1st half	33,016,662	989,459	(*a*) 16,869,937	22,944,896	3,753,208	11,043,109	...	(*a*) 33,004,833	27,354,690
		2nd ,,	34,439,354	995,401	(*a*) 14,264,358	27,137,088	3,767,344	11,814,952	...	(*a*) 29,405,073	25,656,180
27	4th or lowest ,, . ,,	1st half	333,209,917	65,268,337	(*b*) 41,351,184	312,333,225	133,500,729	99,667,645	49 258,731	(*b*) 212,016,481	139,474,437
		2nd ,,	519,306,830	90,372,567	(*b*) 56,259,977	399,133,440	115,493,064	87,035,131	41,320,205	(*b*) 227,820,293	130,264,657
28	Total passenger unit-mileage . .	1st half	584,522,508	67,054,879	61,994,025	347,028,025	140,535,281	106,462,053	49,705,172	305,216,055	176,737,353
		2nd ,,	571,555,186	68,317,121	54,354,802	338,284,149	122,647,142	101,757,267	41,782,453	273,466,233	164,800,264
29	Other coaching traffic . *Ton-miles*	1st half	6,664,295	447,708	2,058,504	7,805,611	1,042,796	717,097	115,826	4,398,059	2,154,219
		2nd ,,	6,853,336	304,860	924,457	5,104,900	854,011	666,178	96,195	3,847,817	2,128,851
	Average sum received for carrying a unit one mile—										
30	1st class . . . *Pies*	1st half	15·18	14·47	10·87	10·57	12·00	13·22	17·92	10·99	10·07
		2nd ,,	15·48	13·44	10·98	10·62	11·34	13·11	18·76	10·93	9·80
31	2nd ,, . . . ,,	1st half	6·57	5·76	4·61	4·04	5·03	6·12	8·52	4·37	4·68
		2nd ,,	6·38	5·53	4·51	4·18	5·07	6·17	8·16	4·30	4·75
32	3rd or intermediate class ,,	1st half	3·30	2·84	(*a*) 2·98	3·00	4·00	3·00	...	(*a*) 3·00	3·00
		2nd ,,	3·37	2·83	(*a*) 2·98	3·00	4·00	3·04	...	(*a*) 3·00	2·99
33	4th or lowest ,, . ,,	1st half	2·51	2·00	(*b*) 1·54	2·25	2·50	2·53	1·89	(*b*) 2·41	2·36
		2nd ,,	2·51	2·00	(*b*) 1·54	2·25	2·50	2·59	2·01	(*b*) 2·40	2·36
34	Average for all classes . ,,	1st half	2·72	2·09	2·89	2·41	2·65	2·75	2·77	2·69	2·63
		2nd ,,	2·74	2·10	2·91	2·44	2·67	2·79	2·92	2·72	2·62
35	Other coaching traffic per ton-mile . . . ,,	1st half	31·13	35·43	36·27	28·32	38·75	50·08	56·16	36·69	30·25
		2nd ,,	29·33	45·33	37·73	32·67	40·47	50·29	54·25	40·47	29·70

* Excluding steam-boat expenses, and after deducting telegraph and sundry receipts, and leaving only the balance of payments to other lines for mileage, etc.

† For "freight", passenger units (items 24 to 27) have been converted into tons at the following rates, viz.—

First class passenger with free luggage	= 0·15 tons	
Second ,, ,, ,, ...	= 0·08 ,,	
Third or fourth class passenger with free luggage	= 0·06 ,,	

plus the ton-mileage of other coaching traffic.

(*a*) Third class by mail trains.

(*b*) Third class by other than mail trains.

A—continued.

RAILWAYS—(Part II)—*continued.*

Half-years ended the 30th June and the 31st December 1895.

GAUGE.		METRE GAUGE.												
GUARANTEED RATES.	LINES OWNED BY NATIVE STATE AND WORKED BY COMPANY.	STATE LINES WORKED BY COMPANIES.					STATE LINES WORKED BY THE STATE.		ASSISTED COMPANY.	LINES OWNED AND WORKED BY NATIVE STATES.			1895.	Progressive numbers.
XXVI.	XXXVI.	XLIII.	XLV.	XLVII.	L.	LII.	LIII.	LIV.	LVIII.	LVII.		LIX.		
Madras railway system.	The Nizam's Guaranteed State railway system.	Bengal and North-Western railway system.	Rajputana-Malwa.	Southern Mahratta railway system.	South Indian railway system.	Assam-Bengal. (c)	Eastern Bengal (state), including the Kaunia-Dhaka (5′ 6″ gauge) branch.	Burma (state).	Rohilcund and Kumaon railway system.	Jodhpore section.	Bikaneer section.	Bhávnagar-Gondal-Junágarh-Porbandar railway system.		
26,27,789	8,40,170	9,73,147	48,24,051	26,25,160	24,24,383		10,44,022	18,55,228	3,50,499	2,15,020	13,964	6,41,832	1st half	18
26,18,411	8,21,490	10,23,983	42,45,117	24,94,893	26,34,383		10,03,986	19,62,917	3,06,391	1,74,363	17,120	5,43,177	2nd ,,	
9,27,167	2,00,191	3,32,428	9,45,860	9,35,284	11,36,619		3,78,282	6,65,338	1,17,817	1,11,438	8,769	2,59,088	1st half	19
9,50,603	2,24,107	4,34,469	13,93,041	9,12,341	12,15,074		3,41,466	8,49,891	1,21,844	56,744	9,878	3,11,369	2nd ,,	
17,00,622	6,39,079	6,49,719	38,89,091	16,99,876	12,87,764		6,65,740	21,89,890	2,32,682	1,03,682	7,195	3,82,764	1st half	20
16,67,508	5,97,383	3,89,514	28,51,476	15,82,554	14,39,369		6,62,572	11,13,026	1,84,547	77,819	7,242	2,31,808	2nd ,,	
1'42	1'21	1'18	1'51	1'06	1'00		1'25	1'22	1'05	1'00	0'98	1'13	1st half	
1'40	1'10	1'15	1'31	1'04	1'00		1'26	1'12	1'05	0'99	0'98	1'07	2nd ,,	
0'77	0'93	0'91	0'88	0'97	1'00		0'86	0'88	0'93	1'00	1'02	0'91	1st half	
0'77	0'94	0'89	0'85	0'98	1'00		0'87	0'90	0'96	1'01	1'03	0'91	2nd ,,	
1'19	1'12	1'29	1'43	1'14	1'15		1'32	1'42	1'37	1'01	0'91	1'11	1st half	
1'20	1'02	1'20	1'20	1'12	1'16		1'21	1'31	1'33	0'95	0'87	1'15	2nd ,,	
0'89	0'96	0'85	0'90	0'92	0'87		0'82	0'76	0'81	0'99	1'10	0'92	1st half	
0'89	0'99	0'85	0'90	0'88	0'87		0'94	0'76	0'78	1'06	1'17	0'80	2nd ,,	
23,90,928	4,81,606	12,81,614	38,02,198	18,20,597	24,38,813		12,31,005	19,54,486	3,02,869	2,85,153	20,673	5,85,021	1st half	21
23,91,390	4,29,697	10,78,310	37,02,666	18,18,874	24,18,166		10,89,934	15,93,530	2,46,439	2,18,993	18,519	5,15,935	2nd ,,	
636,768	112,656	361,832	1,091,118	614,352	704,348		364,037	452,169	89,298	77,498	8,567	164,867	1st half	22
650,327	117,021	409,195	1,108,737	649,367	810,411		366,423	474,670	89,141	80,185	9,208	146,929	2nd ,,	
3'75	4'28	3'54	3'48	2'96	3'07		3'35	4'32	3'38	3'68	2'41	3'35	1st half	23
3'64	3'67	3'64	3'34	2'80	2'96		2'97	3'36	2'77	2'73	2'01	3'51	2nd ,,	
1,328,406	347,751	275,852	1,113,173	836,383	503,426		517,111	557,289	122,258	53,025	4,110	170,831	1st half	24
2,159,299	362,365	230,375	805,194	1,113,422	685,003		434,622	610,459	114,952	29,283	2,543	146,119	2nd ,,	
4,589,046	1,364,274	443,141	3,387,415	2,485,907	4,548,223		1,234,595	3,096,833	497,210	228,164	14,772	1,054,591	1st half	25
5,973,374	1,364,420	399,437	3,787,725	3,478,431	4,606,270		1,310,223	3,917,776	393,464	195,930	17,125	947,435	2nd ,,	
...	(e)6,060,066	860,688	11,295,580	...	...		4,609,550	...	220,984	...	...	...	1st half	26
...	(e)6,124,137	832,559	9,893,638	...	...		4,575,631	...	199,630	...	...	...	2nd ,,	
123,541,004	(b)25,743,234	107,747,288	288,545,432	147,205,687	209,881,076		72,384,682	111,662,992	18,756,855	13,631,283	1,697,305	35,666,692	1st half	27
126,742,118	(b)22,597,280	90,006,791	281,765,028	137,316,165	208,0[illegible]3,515		63,799,285	86,720,178	14,173,103	10,465,107	1,500,852	31,557,469	2nd ,,	
178,958,426	34,415,319	109,327,239	304,341,600	150,527,047	214,999,727		78,739,878	115,317,114	19,597,283	13,919,472	1,716,183	36,899,114	1st half	28
173,879,045	30,448,402	92,660,242	296,253,585	141,908,018	31[illegible]7,504		70,113,761	91,254,413	14,880,499	10,899,320	1,519,920	32,631,023	2nd ,,	
1,490,360	266,559	360,033	2,881,366	714,871	447,541		470,478	458,931	119,065	137,039	10,747	143,939	1st half	29
1,724,786	249,786	383,836	3,188,599	1,017,035	414,179		483,227	443,145	82,863	101,642	11,346	117,599	2nd ,,	
10'46	15'42	20'47	13'37	11'54	11'82		14'10	13'86	26'83	18'00	18'00	10'85	1st half	30
10'37	15'33	21'73	13'15	11'49	11'31		13'86	13'68	29'88	18'00	18'00	10'97	2nd ,,	
5'01	5'03	10'16	6'07	5'48	3'87		6'38	5'51	11'60	6'00	6'00	5'32	1st half	31
4'73	4'88	10'16	5'58	4'74	3'82		6'12	4'88	13'17	6'00	6'00	5'41	2nd ,,	
...	(e)3'50	4'79	2'99	...	...		3'07	...	4'00	...	...	...	1st half	32
...	(e)3'20	4'64	3'00	...	...		3'04	...	3'99	...	...	...	2nd ,,	
2'10	(b)2'00	3'00	2'00	2'00	2'00		2'51	3'00	2'19	2'00	2'00	2'75	1st half	33
2'11	(b)2'00	3'00	2'00	2'00	1'99		2'50	3'00	2'23	2'00	2'00	2'75	2nd ,,	
2'26	2'36	2'10	2'12	2'11	2'07		2'68	3'12	2'60	2'07	2'07	2'86	1st half	34
2'30	2'38	2'11	2'10	2'14	2'06		2'68	3'15	2'75	2'07	2'07	2'86	2nd ,,	
36'98	47'59	45'18	29'70	44'71	53'79		49'68	33'77	39'73	37'68	38'34	47'10	1st half	35
35'69	49'28	45'27	37'51	44'74	56'65		50'52	41'30	77'30	33'59	35'84	47'18	2nd ,,	

‡ To arrive at the average profit on working, convert the items showing cost per unit (77 to 80 for coaching, and 113 to 115(a) for goods) into their respective equivalents on the train-mileage basis, and then deduct the items so converted from the receipts per unit (items 83, 34, and 86 to 60 for coaching, and 91, 92 and 102 for goods).

(c) The line having been only recently opened for traffic, reliable statistics are not available.

APPENDIX
STATISTICS OF INDIAN

Half-years ended the 30th June and the 31st December 1895.

Progressive number.	Headings.	1895.	STATE LINES WORKED BY COMPANIES. I. East Indian railway system.	II. Bengal-Nágpur.	III. Indian Midland railway system.	STATE LINES WORKED BY THE STATE. XII. North Western (state) railway system, excluding military lines.	XIV. Oudh and Rohilkhand (state).	XV. Eastern Bengal (state).	XVIII. East Coast (state.)	STANDARD LINES WORKED BY THE STATE. XXIV. Great Indian Peninsula railway system.	XXV. Bombay, Baroda and Central India.
	COACHING TRAFFIC—*contd.*										
	UNITS AND UNIT-MILEAGE—*concld.*										
	Average number of units in a train—										
36	1st class . . . *No.*	1st half	1·73	1·13	2·85	1·70	1·69	1·57	0·70	2·01	2·45
		2nd „	1·78	1·01	2·74	1·83	1·71	1·46	0·76	2·30	1·91
37	2nd „ . . . „	1st half	5·02	2·40	8·18	5·56	4·90	3·68	2·41	8·45	13·14
		2nd „	5·84	2·44	7·86	5·52	5·37	3·94	2·44	8·32	11·—
38	3rd or intermediate class „	1st half	14·59	4·37	17·29	14·19	5·37	21·05	...	(*a*)17·10	45·05
		2nd „	14·89	3·51		16·61	5·92	22·12	...	(*a*)14·97	39·81
39	4th or lowest „ „	1st half	235·59	288·57	139·99	193·16	227·15	170·67	341·72	(*b*)130·57	219·49
		2nd „	224·71	212·68		183·04	209·96	162·94	285·74	(*b*)113·47	197·04
40	Total passenger units „	1st half	236·93	296·47	181·32	214·61	239·11	202·97	344·83	158·13	278·13
		2nd „	247·22	219·64	150·50	207·00	222·96	190·46	288·94	139·26	249·28
41	Other coaching traffic . *Tons*	1st half	2·94	1·98	3·10	4·83	1·77	1·37	0·80	2·28	3·29
		2nd „	2·96	1·15	2·56	3·12	1·55	1·13	0·67	1·96	3·21
	VEHICLES AND VEHICLE-MILEAGE—										
	Number of coaching vehicles hauled one mile—										
42	1st class . . . *Vehicle-miles*	1st half	3,685,443	381,631	957,663	2,139,841	1,095,646	710,478	210,399	5,182,086	647,044
		2nd „	3,820,041	398,840	937,137	2,215,572	1,042,607	710,528	219,011	5,242,851	624,489
43	2nd „ . . . „	1st half	3,854,208	494,651	893,208	2,102,723	908,137	664,882	187,803	4,080,757	1,109,387
		2nd „	3,997,762	495,165	811,520	2,228,916	921,534	685,021	215,029	4,064,821	1,084,689
44	3rd or intermediate class „	1st half	3,433,884	307,129	(*a*)1,060,023	2,204,724	946,303	1,180,731	...	(*a*)1,721,811	813,086
		2nd „	3,485,267	331,270	(*a*)1,069,673	2,304,230	1,006,257	1,210,969	...	(*a*)1,707,811	814,232
45	4th or lowest „ „	1st half	24,615,424	3,496,914	(*b*)1,560,594	13,571,669	6,157,857	4,440,007	1,999,218	(*b*)12,271,039	4,584,736
		2nd „	25,195,037	3,685,517	(*b*)1,773,425	13,060,878	5,763,887	4,311,965	1,936,052	(*b*)12,440,312	5,009,164
46	Other vehicles . . „	1st half	4,225,193	233,940	562,853	2,748,783	1,172,718	1,032,264	136,128	2,805,560	869,294
		2nd „	4,160,391	278,480	936,840	2,874,246	885,280	934,007	266,265	2,695,542	879,936
47	Brake-vans . . . „	1st half	4,899,309	388,251	685,027	3,240,385	897,044	568,613	232,687	3,509,063	917,975
		2nd „	5,304,329	463,115	791,441	3,093,879	994,866	575,246	239,394	3,417,322	939,915
48	Total . . . „	1st half	44,713,263	5,302,516	5,717,468	25,808,077	11,179,505	8,596,975	2,767,325	27,553,316	9,035,322
		2nd „	45,893,427	5,655,333	6,338,038	25,937,715	10,615,111	8,430,734	2,873,751	27,568,629	9,352,225
	Average number of vehicles in a coaching train—										
49	1st class . . *No.*	1st half	1·63	1·68	2·80	1·32	1·86	1·35	1·46	1·65	1·01
		2nd „	1·65	1·50	2·59	1·42	1·90	1·33	1·51	1·65	0·94
50	2nd „ . . . „	1st half	1·70	2·19	2·61	1·30	1·54	1·27	1·30	2·10	1·75
		2nd „	1·70	1·87	2·25	1·36	1·67	1·28	1·49	2·07	1·72
51	3rd or intermediate class „	1st half	1·52	1·36	2·66	1·36	1·61	2·35	...	(*a*)0·89	1·—
		2nd „	1·51	1·25		1·45	1·83	2·28	...	(*a*)0·87	1·25
52	4th or lowest „ „	1st half	10·83	15·46	7·85	8·15	10·48	8·47	13·81	(*b*)6·36	7·37
		2nd „	10·90	13·90		7·99	10·48	8·07	13·39	(*b*)6·34	7·58
53	Other vehicles . . „	1st half	1·87	1·03	1·68	1·70	2·00	1·97	0·94	1·46	1·37
		2nd „	1·82	1·05	2·63	1·76	1·61	1·75	1·84	1·37	1·33
54	Brake-vans . . „	1st half	2·16	1·72	2·00	2·01	1·53	1·08	1·61	1·82	1·44
		2nd „	2·29	1·76	2·19	1·89	1·81	1·08	1·66	1·74	1·45
55	Total . . . „	1st half	19·76	23·44	16·72	13·84	19·02	16·39	19·13	14·28	14·22
		2nd „	19·85	21·33	17·53	13·87	19·30	15·79	19·89	14·04	14·15
	Average earnings per coaching vehicle per mile—										
56	1st class . . . *Pies*	1st half	16·11	9·66	11·10	13·62	10·85	15·29	8·56	13·44	24·47
		2nd „	16·67	9·06	11·59	13·69	10·19	14·41	9·40	15·20	19·86
57	2nd „ . . . „	1st half	19·37	6·32	14·42	17·30	15·97	17·77	15·78	17·55	35·21
		2nd „	21·93	7·22	15·80	16·95	16·24	18·98	13·38	17·71	33·36
58	3rd or intermediate class „	1st half	31·71	9·17	(*a*)47·49	31·82	13·30	28·91	...	(*a*)57·50	100·36
		2nd „	33·35	7·92	(*a*)49·01	34·44	12·94	29·43	...	(*a*)51·64	94·31
59	4th or lowest „ „	1st half	54·47	37·29	(*b*)67·30	53·35	54·20	53·23	49·27	(*b*)49·57	70·13
		2nd „	51·70	39·55	(*b*)51·93	51·53	50·01	52·22	42·76	(*b*)42·92	61·30
60	Other vehicles . . „	1st half	49·11	67·80	68·21	80·42	34·46	34·79	47·88	57·43	74·97
		2nd „	48·31	49·53	36·46	58·02	39·07	32·64	19·60	57·68	71·67

(*a*) Third class by mail trains.
(*b*) Third class by other than mail trains.

A—*continued.*

RAILWAYS—(Part II)—*continued.*

Half-years ended the 30th June and the 31st December 1895.

GAUGE.		METRE GAUGE.											
GUARANTEES.	LINE OWNED BY NATIVE STATE AND WORKED BY COMPANY.	STATE LINES WORKED BY COMPANIES.					STATE LINES WORKED BY THE STATE.		ASSISTED COMPANY.	LINES OWNED AND WORKED BY NATIVE STATES.			1895.	Progressive number.
XXVI.	XXXVI.	XLIII.	XLV.	XLVII.	L.	LII.	LIII.	LIV.	LVIII.	LXVII.		LXIX.		
Madras railway system.	The Nizam's Guaranteed State railway system.	Bengal and North-Western railway system.	Rajputana-Malwa.	Southern Mahratta railway system.	South Indian railway system.	Assam-Bengal (c).	Eastern Bengal (state), including the Kaunia Dhaira (3rd gauge) branch.	Burma (state).	Rohilkund and Kumaon railway system.	Jodhpore section.	Bikaneer section.	Bhavnagar-Gondal-Junagarh-Porbandar railway system.		
2·87	3·09	0·76	1·02	1·36	0·75		1·40	1·23	1·37	0·68	0·48	1·04	1st half	36
3·99	3·10	0·56	0·73	1·71	0·84		1·19	1·30	1·29	0·37	0·28	0·99	2nd ,,	
7·21	12·11	1·22	3·10	4·05	3·72		3·39	6·85	5·57	2·94	1·72	6·40	1st half	37
9·10	19·80	0·98	3·42	5·36	3·64		3·57	8·25	6·41	2·44	1·86	6·45	2nd ,,	
...	(a)51·78	2·38	10·25	...	...		12·66	...	2·47	...	...	...	1st half	38
...	2·26·29	2·03	8·92	...	...		12·49	...	2·23	...	...	...	2nd ,,	
270·96	(b)228·31	297·78	264·45	239·61	264·18		198·84	246·95	210·05	364·93	198·12	216·33	1st half	39
257·01		221·43	254·13	211·46	255·61		174·09	182·70	159·60	230·28	162·93	214·78	2nd ,,	
281·04	305·49	302·14	278·92	245·02	270·65		215·29	255·03	219·46	308·55	200·32	223·77	1st half	40
263·40	260·19	235·00	267·20	218·53	262·09		191·34	192·25	166·93	233·09	165·07	222·22	2nd ,,	
2·34	2·37	1·00	2·62	1·16	0·56		1·29	1·02	1·31	1·77	1·25	0·87	1st half	41
2·62	2·13	0·70	2·88	1·37	0·51		1·16	0·93	0·92	1·27	1·23	0·80	2nd ,,	
939,032	290,763	716,437	1,605,802	685,271	740,483		553,157	585,581	200,710	92,871	9,593	231,533	1st half	42
903,552	285,423	729,591	1,623,893	763,161	750,622		496,464	658,081	191,455	92,208	9,726	187,688	2nd ,,	
1,006,885	251,837	643,399	1,553,871	769,071	1,182,285		564,813	1,035,977	142,675	86,533	8,698	263,129	1st half	43
1,067,196	261,435	659,247	1,547,097	866,521	1,127,962		500,807	1,116,150	143,444	87,735	8,896	240,522	2nd ,,	
...	...	354,388	1,006,266	...	...		816,733	...	149,713	...	...	...	1st half	44
...	1,239,732	361,921	994,468	...	...		808,282	...	175,815	...	...	...	2nd ,,	
6,296,406	1,301,575	6,851,683	14,526,921	6,175,878	9,914,782		4,344,264	6,085,055	1,473,074	1,180,774	117,832	1,922,915	1st half	45
6,374,482		7,053,217	15,471,380	8,447,389	10,130,319		4,310,524	5,530,272	1,306,497	1,128,186	117,344	1,610,884	2nd ,,	
822,559	330,404	289,388	1,286,080	487,885	1,862,254		753,626	679,630	100,278	71,169	1,264	116,389	1st half	46
841,689	323,308	248,018	1,303,131	669,684	1,883,826		745,989	655,354	92,470	41,482	1,324	106,851	2nd ,,	
...	343,923	644,054	2,885,248	915,225	162,301		420,473	668,586	166,947	213,653	15,665	440,477	1st half	47
...	338,869	736,536	3,039,441	998,003	166,744		434,593	733,455	174,650	217,162	16,399	379,134	2nd ,,	
9,084,882	2,376,650	9,409,851	22,834,188	11,033,330	13,862,109		7,452,066	9,054,829	2,235,397	1,645,002	153,352	2,974,393	1st half	48
9,246,919	2,509,672	9,788,530	23,979,550	11,744,918	14,059,473		7,269,571	8,683,912	2,084,601	1,567,773	153,889	2,523,119	2nd ,,	
1·48	2·58	1·98	1·47	1·12	0·93		1·53	1·30	2·25	1·29	1·12	1·40	1st half	49
1·47	2·44	1·78	1·46	1·18	0·92		1·38	1·39	2·15	1·15	1·06	1·28	2nd ,,	
1·58	2·24	1·78	1·43	1·25	1·49		1·55	2·29	1·60	1·12	1·02	1·60	1st half	50
1·63	2·23	1·61	1·40	1·33	1·38		1·37	2·35	1·61	1·09	0·97	1·64	2nd ,,	
...	11·00	0·98	0·92	...	...		2·23	...	1·67	...	...	...	1st half	51
...		0·88	0·90	...	...		2·21	...	1·97	...	...	...	2nd ,,	
9·89	11·12	18·93	13·31	13·31	12·48		11·03	13·46	16·52	15·24	13·75	11·66	1st half	52
9·71		17·24	13·95	13·01	12·41		11·24	11·63	14·66	14·07	12·74	10·96	2nd ,,	
1·32	2·22	0·80	1·18	0·79	2·35		2·67	1·50	1·12	0·92	0·15	0·71	1st half	53
1·28	2·17	0·62	1·18	1·03	2·31		1·58	1·38	1·04	0·52	0·17	0·73	2nd ,,	
...	3·05	1·78	2·62	1·49	0·20		1·16	1·48	1·87	2·76	1·86	2·67	1st half	54
...	2·83	1·80	2·74	1·54	0·20		1·19	1·54	1·96	2·71	1·78	2·58	2nd ,,	
14·27	21·09	26·25	20·31	17·96	17·45		20·47	20·03	25·03	21·24	17·90	18·04	1st half	55
14·09	21·37	23·92	21·63	18·09	17·22		19·84	18·29	23·39	19·54	16·72	17·19	2nd ,,	
20·37	18·44	7·88	9·27	14·69	9·46		13·91	13·19	16·34	10·28	7·71	8·91	1st half	56
23·23	19·45	9·69	8·62	16·66	10·33		13·13	13·80	17·94	5·72	4·71	8·54	2nd ,,	
22·84	23·27	7·00	13·23	17·70	14·90		14·38	16·48	20·42	15·82	10·19	21·31	1st half	57
26·41	23·67	6·16	13·08	19·02	15·60		16·02	17·12	36·13	13·41	11·55	21·32	2nd ,,	
...		11·64	35·60	...	...		13·47	...	5·90	...	...	...	1st half	58
...	53·57	11·14	29·77	...	...		17·19	...	4·52	...	...	...	2nd ,,	
57·46	49·64	31·46	39·64	36·00	42·32		41·80	55·05	27·77	40·03	28·81	31·01	1st half	59
54·45		25·70	36·32	32·50	41·01		37·13	47·12	24·15	32·73	23·57	53·87	2nd ,,	
65·41	45·34	56·11	66·08	65·31	12·93		31·01	22·81	70·04	72·55	(d)325·97	56·25	1st half	60
73·05	31·10	51·71	67·31	67·95	12·46		29·45	27·92	68·77	82·29	(d)266·85	51·88	2nd ,,	

(c) The line having been only recently opened for traffic, reliable statistics are not available.
(d) The high results as compared with other lines are due to the exclusion of the mileage of brakevans, in which the greater portion of other coaching traffic was carried

APPENDIX
STATISTICS OF INDIAN

Half-years ended the 30th June and the 31st December 1895.

STANDARD

[Progressive number.	HEADINGS.	1895.	STATE LINES WORKED BY COMPANIES. I. East Indian railway system.	II. Bengal-Nagpur.	III. Indian Midland railway system.	STATE LINES WORKED BY THE STATE. XII. North West-ern (state) railway sys-tem, excluding military lines.	XIV. Oudh and Rohil-khand (state).	XV. Eastern Bengal (state).	XVIII. East Coast (state).	LINES WORKED BY FEUDATORY STATES. XXIV. Great Indian Peninsula railway system.	XXV. Bombay, Baroda and Central India.
	COACHING TRAFFIC—*contd.*										
	VEHICLES AND VEHICLE-MILEAGE —*concld.*										
	Carrying capacity hauled one mile (excluding brakes)—										
61	1st class . . . . *Seats*	1st half	49,760,070	5,164,028	14,285,127	31,326,985	21,583,813	15,064,000	2,634,469	44,549,204	15,425,363
		2nd ,,	51,864,608	5,388,636	13,616,730	33,611,426	21,071,263	15,290,040	2,795,820	45,390,501	15,068,850
62	2nd ,, ... ,,	1st half	87,804,472	8,437,629	18,648,615	42,997,054	22,807,522	18,123,492	3,272,597	106,604,515	48,270,436
		2nd ,,	90,391,787	8,421,719	17,952,505	46,252,204	23,040,186	18,625,980	3,709,834	107,025,542 (a)	47,889,019 (a)
63	3rd or intermediate class ,,	1st half	173,218,151	11,723,514	54,646,326 (a)	81,176,715	32,390,770	64,288,091	...	86,090,550 (a)	54,070,580
		2nd ,,	189,964,457	12,625,292	56,415,081 (a)	87,588,824	34,999,043	67,069,813	...	85,390,550 (a)	54,092,800 (a)
64	4th or lowest ,, ,,	1st half	1,401,709,816	169,465,835	95,888,696 (a)	714,525,715	332,050,770	257,418,103	112,615,188	613,554,950 (a)	297,509,255 (a)
		2nd ,,	1,474,936,765	179,043,580	107,388,256	710,068,665	311,453,104	248,827,275	110,593,153	622,015,600	314,749,115
65	Other vehicles. . . . *Tons*	1st half	48,052,106	629,330	2,328,504	19,000,747	23,897,328	8,011,270	2,516,418	19,596,051	2,920,828
		2nd ,,	52,080,049	1,040,211	4,291,740	19,840,902	20,046,211	6,822,020	4,403,334	11,429,490	2,956,585
	Percentage of freight upon capacity hauled—										
66	1st class . . . *Per cent.* .	1st half	7·86	4·93	6·84	8·80	4·59	5·45	3·82	8·73	10·10
		2nd ,,	7·93	4·99	7·27	8·88	4·45	5·11	3·93	9·93	8·07
67	2nd ,, ... ,,	1st half	12·94	6·43	14·99	20·92	12·63	10·65	10·65	15·30	17·05
		2nd ,,	14·93	7·67	16·66	19·52	12·62	11·27	9·52	15·63	15·90
68	3rd or intermediate class ,,	1st half	19·06	8·44	(a) 30·87	28·23	9·73	17·18	...	(a) 38·34	50·39
		2nd ,,	18·23	7·36	(a) 25·29	30·98	9·30	17·62	...	(a) 34·44	47·43
69	4th or lowest ,, ,,	1st half	38·04	38·51	(b) 43·12	43·71	40·10	36·00	43·74	(b) 41·06	46·88
		2nd ,,	35·22	31·49	(b) 33·77	42·13	37·68	34·99	37·30	(b) 35·82	41·99
70	Other vehicles . . . ,,	1st half	13·87	7·10	47·50	41·08	4·44	8·95	4·60	34·92	73·75
		2nd ,,	13·16	29·25	21·54	25·72	4·26	8·81	2·18	33·61	71·80
	WEIGHT OF TRAIN AND TON-MILEAGE—										
	Gross ton-mileage of all coaching trains—										
71	Freight . . . . *Ton-miles*	1st half	41,038,277	4,492,036	4,875,138	28,917,418	9,572,172	7,176,357	3,109,150	23,192,698	12,987,780
		2nd ,,	41,581,094	3,820,967	4,322,143	25,701,908	8,309,702	6,784,670	2,611,582	20,764,784	12,213,743
72	Dead weight . . . . ,,	1st half	514,300,277	71,503,107	81,587,066	366,615,538	145,932,082	108,603,321	40,840,349	306,494,585	138,522,744
		2nd ,,	550,812,717	78,233,404	88,699,411	372,306,881	141,723,406	109,865,587	47,306,024	320,880,733	147,595,062
73	Total . . . . ,,	1st half	556,238,554	75,995,138	86,462,204	395,532,956	155,505,152	115,779,678	43,949,499	329,687,283	151,510,524
		2nd ,,	592,393,812	82,060,371	92,981,657	398,008,789	150,033,108	116,650,257	44,920,606	320,645,517	159,808,805
	Average weight of a coaching train—										
74	Freight . . . . *Tons*	1st half	18·53	19·86	14·23	17·88	16·29	13·68	21·57	12·03	20·44
		2nd ,,	17·98	14·42	11·85	15·73	15·11	12·70	18·08	10·58	18·47
75	Dead weight . . . . ,,	1st half	227·23	316·14	238·63	226·23	248·29	207·05	283·33	205·42	217·90
		2nd ,,	238·25	395·18	248·60	227·82	237·64	205·64	290·56	203·64	223·26
76	Total . . . . ,,	1st half	245·76	336·00	252·86	244·61	264·58	220·73	304·90	217·44	238·43
		2nd ,,	256·23	309·60	257·45	243·55	272·75	218·34	310·64	214·22	241·73
	COST OF WORKING AND PROFIT—										
77	Average cost of hauling a coaching train one mile . . . *R*	1st half	0·98	1·59	1·76	1·25	1·24	1·44	1·94	1·45	1·31
		2nd ,,	1·01	1·96	1·75	1·36	1·35	0·95	2·11	1·82	1·64
78	Average cost of hauling a coaching vehicle with its load one mile . . . . . *Pies*	1st half	10·66	14·12	22·90	17·28	13·57	18·09	21·24	22·28	19·75
		2nd ,,	11·03	19·21	21·85	18·64	16·98	12·41	22·19	28·47	27·27
	Average cost of hauling a coaching unit one mile—										
79	Per passenger unit . . *Pies*	1st half	0·66	0·98	1·66	0·97	0·90	1·22	1·02	1·33	0·82
		2nd ,,	0·71	1·62	1·88	1·16	1·23	0·86	1·22	2·21	1·99
80	Other traffic per ton . . ,,	1st half	6·28	7·78	11·79	6·21	12·03	21·91	23·09	15·47	6·23
		2nd ,,	6·14	17·30	20·50	9·97	14·89	16·04	32·34	21·52	9·81
81	Average profit on working a coaching train one mile . *R*	1st half	3·14	2·00	1·55	2·16	2·42	1·83	2·01	1·20	3·04
		2nd ,,	2·98	0·72	1·04	1·80	1·88	2·12	1·84	0·56	2·06
	Average profit on working a coaching vehicle one mile—										
82	1st class . . . . *Pies*	1st half	5·43	—4·46	—11·80	—3·66	—2·72	—2·80	—12·68	—8·84	4·72
		2nd ,,	5·64	—10·15	—10·26	—4·93	—6·70	2·00	—12·79	—13·27	—7·91
83	2nd ,, ... ,,	1st half	8·71	—7·80	—8·48	0·02	2·40	—0·32	—5·46	—4·73	15·46
		2nd ,,	10·96	—11·99	—9·65	—1·69	—0·74	6·57	—8·81	—10·76	5·59
84	3rd or intermediate class ,,	1st half	21·05	—4·95	(a) 24·39	13·94	—0·27	10·83	...	(a) 35·22	81·01
		2nd ,,	22·32	—11·29	(a) 18·16	15·80	—4·04	17·02	...	(a) 23·17	66·34
85	4th or lowest ,, ,,	1st half	43·81	23·17	(b) 44·40	36·07	40·63	35·14	28·03	(b) 27·29	50·49
		2nd ,,	40·67	11·34	(b) 30·08	32·89	33·03	39·81	20·57	(b) 14·45	33·53
86	Other vehicles . . . . ,,	1st half	38·45	53·68	45·31	63·14	20·89	16·70	26·64	35·15	55·29
		2nd ,,	37·28	30·32	14·61	39·38	22·09	20·23	—2·59	29·21	43·90

(a) Third class by mail trains.
(b) Third class by other than mail trains.

A—continued.

RAILWAYS—(Part II)—*continued.*

Half-years ended the 30th June and the 31st December 1895.

GAUGE.		METRE GAUGE.												
	LINES OWNED BY NATIVE STATE AND WORKED BY COMPANY.	STATE LINES WORKED BY COMPANIES.					STATE LINES WORKED BY THE STATE.		ASSISTED COMPANY.	LINES OWNED AND WORKED BY NATIVE STATES.			1895.	Progressive number.
XXVI.	XXXVI.	XLIII.	XLV.	XLVII.	L.	LII.	LIII.	LIV.	LVIII.	LXVII.		LXIX.		
Madras railway system.	The Nizam's Guaranteed State railway system.	Bengal and North-Western railway system.	Rajputana-Malwa.	Southern Mahratta railway system.	South Indian railway system.	Assam-Bengal. (c)	Eastern Bengal (state), including the Kaunia-Dhaka (3′ 6″ gauge) branch.	Burma (state).	Rohilkund and Kumaon railway system.	Jodhpore-Bikaner. Jodhpore section	Bikaner section.	Bhavnagar-Gondal-Junagarh-Porbandar railway system.		
9,586,905	3,711,150	9,109,196	16,073,327	6,663,518	8,186,452		6,802,744	5,351,002	2,408,526	1,084,264	112,371	3,086,100	1st half	61
19,059,208	3,653,419	9,274,324	17,164,549	7,642,188	8,563,279		6,152,554	6,065,606	2,297,466	1,072,013	114,922	2,629,683	2nd ,,	
20,634,248	3,111,609	9,579,132	19,413,388	11,810,191	17,076,899		6,777,762	16,588,532	1,712,094	1,166,206	107,584	4,281,112	1st half	62
21,384,111	4,496,515	9,821,870	19,338,713	13,153,709	18,397,690		6,999,884	17,705,289	1,721,328	1,137,642	110,666	4,289,630	2nd ,,	
...		8,595,312	25,196,901	...	...		18,939,848	...	2,968,056	...	...	...	1st half	63
...	74,744,057	8,686,104	24,901,479	...	...		18,942,224	...	3,658,36[illegible]	...	...	...	2nd ,,	
321,123,253	77,677,973	208,289,068	478,577,417	288,351,477	379,618,935		130,188,444	238,321,006	45,244,089	36,431,339	3,730,541	65,116,384	1st half	64
325,169,327		217,101,555	512,839,314	297,053,109	392,868,236		137,585,800	203,016,293	40,622,616	35,671,042	3,741,995	54,718,912	2nd ,,	
3,211,095	2,389,316	814,504	8,179,465	1,356,320	7,418,770		2,551,451	3,056,446	637,678	809,374	6,435	419,000	1st half	65
3,251,778	2,149,274	663,798	8,287,913	1,801,722	7,518,280		2,420,425	2,884,162	413,795	687,257	6,626	384,868	2nd ,,	
19·07	9·37	3·03	6·36	13·01	7·28		7·51	10·41	5·08	4·89	3·65	5·54	1st half	66
21·47	9·98	2·48	4·69	14·57	7·89		7·05	10·16	5·00	2·74	2·23	5·56	2nd ,,	
22·91	42·75	4·63	17·44	21·05	35·30		18·22	18·67	29·04	20·63	13·73	21·74	1st half	67
27·94	28·11	4·07	19·39	26·44	25·17		21·80	22·13	29·86	17·23	15·56	23·09	2nd ,,	
...	43·75	10·12	44·83	...	...		24·34	...	7·43	...	...	...	1st half	68
...	37·19	9·58	39·74	...	...		24·16	...	5·47	...	...	...	2nd ,,	
53·73		51·73	60·39	51·05	56·32		52·00	46·83	41·46	65·22	46·00	54·77	1st half	69
50·66		41·73	54·94	46·23	53·12		46·30	42·72	34·89	51·76	40·09	57·67	2nd ,,	
46·41	11·19	44·22	34·98	52·71	6·03		18·44	15·02	18·67	16·93	...	34·35	1st half	70
52·99	7·95	42·67	38·47	54·83	5·51		17·49	15·36	19·88	14·79	...	30·34	2nd ,,	
12,392,784	5,272,673	6,939,564	21,234,137	9,829,721	13,461,806		5,240,007	7,462,186	1,309,728	1,578,472	174,178	2,385,391	1st half	71
12,301,284	2,116,461	5,824,008	21,071,776	9,845,622	13,372,412		4,673,582	6,021,424	987,559	1,228,151	102,982	2,101,383	2nd ,,	
119,199,071	29,640,871	57,422,198	142,217,658	93,074,238	113,758,123		46,107,720	73,143,085	14,229,760	12,401,938	1,216,253	21,657,581	1st half	72
121,884,297	31,065,396	60,420,791	156,601,028	98,574,768	118,499,521		45,303,245	72,155,881	13,583,694	12,164,926	1,252,021	19,269,063	2nd ,,	
131,591,855	32,013,544	64,361,759	163,451,795	102,903,959	127,219,229		51,347,707	80,605,271	15,539,488	13,980,410	1,339,431	24,042,972	1st half	73
134,185,581	33,184,857	66,251,399	177,673,404	108,220,390	132,281,033		49,977,328	78,217,303	14,571,253	13,393,077	1,355,006	21,363,446	2nd ,,	
19·46	21·06	19·18	19·46	16·00	16·95		14·39	16·50	14·67	20·37	13·33	14·47	1st half	74
18·74	18·09	14·23	19·01	14·85	16·36		12·75	12·68	11·08	15·32	11·16	14·30	2nd ,,	
187·20	263·11	158·70	130·34	151·50	143·21		120·66	161·76	159·35	160·03	141·97	131·36	1st half	75
185·71	265·49	147·67	141·14	151·80	145·68		123·64	152·10	151·71	151·71	135·97	131·10	2nd ,,	
206·66	284·17	177·88	149·80	169·30	160·16		141·05	178·20	174·02	180·40	153·30	145·83	1st half	76
204·45	283·38	161·90	160·25	166·65	162·03		130·39	164·78	163·79	169·03	147·15	145·40	2nd ,,	
1·26	1·78	0·92	0·87	1·52	1·44		1·04	1·47	1·32	1·44	1·02	1·57	1st half	77
1·45	1·92	1·06	1·26	1·41	1·49		0·93	1·79	1·37	1·21	1·07	2·12	2nd ,,	
19·39	18·91	7·21	9·09	17·25	15·93		10·33	15·23	10·94	14·95	12·25	19·63	1st half	78
19·74	19·81	9·22	12·78	16·30	16·79		9·59	20·52	12·23	13·76	13·79	27·86	2nd ,,	
0·99	0·99	0·36	0·35	1·14	0·90		0·83	1·13	1·09	0·84	0·96	1·29	1st half	79
0·99	1·24	0·88	0·83	1·16	0·97		0·85	1·67	1·45	0·95	1·22	1·75	2nd ,,	
11·05	16·20	6·22	4·83	11·08	55·49		14·79	18·61	10·83	9·19	2·98	15·05	1st half	80
9·99	21·70	8·71	6·37	10·04	61·99		14·90	25·03	15·07	7·27	4·11	23·64	2nd ,,	
2·29	3·59	2·62	2·61	1·44	1·64		2·31	2·83	2·06	2·24	1·39	1·98	1st half	81
2·19	1·73	1·58	2·08	1·39	1·47		2·04	1·57	1·40	1·52	0·94	1·39	2nd ,,	
0·28	—0·47	0·67	0·18	—3·66	—6·47		2·58	—2·04	5·41	—4·67	—4·54	—11·67	1st half	82
3·49	—0·36	—2·55	—0·29	0·36	—6·46		2·54	—7·72	5·69	—8·04	—9·08	—19·32	2nd ,,	
3·35	8·36	—0·21	4·14	—0·05	—1·03		4·05	—1·28	29·48	0·85	—2·06	1·68	1st half	83
6·67	3·86	—3·06	0·88	2·72	—1·19		6·43	—3·46	23·88	—0·36	—2·24	—6·54	2nd ,,	
...		4·43	26·51	...	...		7·14	...	—5·04	...	...	...	1st half	84
...	36·66	1·92	16·99	...	...		7·60	...	—7·73	...	...	...	2nd ,,	
37·87	26·83	24·25	30·55	18·25	26·39		31·47	39·82	16·83	25·08	16·56	31·38	1st half	85
34·71		16·48	23·54	16·20	24·22		27·54	26·60	11·90	18·97	11·78	20·01	2nd ,,	
45·82	26·43	48·90	56·99	47·76	—3·00		20·68	7·58	60·00	57·60 (d)	313·72	38·62	1st half	86
53·31	11·29	42·49	54·53	51·65	—4·33		19·86	7·40	50·52	68·33 (d)	253·06	24·00	2nd ,,	

(c) The line having been only recently opened for traffic, reliable statistics are not available.

(d) The high results as compared with other lines are due to the exclusion of the mileage of brake-vans in which the greater portion of other coaching traffic was carri

APPENDIX
STATISTICS OF INDIAN

Half-years ended the 30th June and the 31st December 1895.

STANDARD

Progressive number.	Headings.	1895.	State lines worked by Companies. I. East Indian railway system.	State lines worked by Companies. II. Bengal-Nágpur.	State lines worked by Companies. III. Indian Midland railway system.	State lines worked by the State. XIII. North Western (state) railway system, excluding military lines.	State lines worked by the State. XIV. Oudh and Rohilkhand (state).	State lines worked by the State. XV. Eastern Bengal (state).	State lines worked by the State. XVIII. East Coast (state).	Lines worked by Co. XXIV. Great Indian Peninsula railway system.	Lines worked by Co. XXV. Bombay, Baroda and Central India.
	COACHING TRAFFIC—*concld.*										
	Cost of Working and Profit—*concld.*										
	Average profit on working a coaching unit one mile—										
87	Per passenger unit . . *Pies*	1st half	2·06	1·11	1·23	1·44	1·75	1·53	1·05	1·16	1·81
		2nd „	2·03	0·48	1·03	1·33	1·44	1·93	0·83	0·51	1·33
88	Other traffic per ton . . „	1st half	24·85	27·65	24·48	22·11	26·72	28·17	33·17	21·22	23·50
		2nd „	23·19	28·03	17·20	22·70	25·78	31·25	1·91	18·95	19·89
	GOODS TRAFFIC.										
	Gross receipts and train mileage—										
89	Receipts from goods traffic *R*	1st half	1,97,95,153	32,43,850	14,49,923	1,26,82,322	38,46,138	19,30,286	3,01,155	1,43,13,591	79,65,152
		2nd „	1,66,71,416	15,06,481	12,39,768	93,00,296	37,81,238	3,76,999	99,93,497	40,12,319	
90	Goods train-miles run . *No.*	1st half	3,69,053	647,972	382,108	2,30,514	1,13,629	405,462	187,335	2,96,673	826,686
		2nd „	3,31,178	490,573	325,356	2,29,615	730,291	593,349	245,434	1,951,568	488,232
91	Average goods receipts per train-mile . . . *R*	1st half	3·48	5·01	3·79	4·39	3·45	4·78	2·09	4·92	9·57
		2nd „	3·03	3·31	3·81	4·21	3·03	6·37	1·34	4·76	8·22
	Units and Unit-mileage—										
92	Tons of goods carried one mile . . . *Ton-miles*	1st half	775,683,793	89,166,683	41,354,069	451,874,639	138,753,152	45,462,885	20,039,889	338,822,824	201,170,545
		2nd „	662,137,838	44,707,603	31,437,999	337,813,369	77,034,142	7,128,028	21,486,398	197,737,369	94,145,665
93	Average sum received for carrying a ton one mile *Pies*	1st half	4·90	6·98	6·73	5·39	5·32	8·19	3·75	8·11	7·54
		2nd „	4·83	6·47	7·57	5·29	5·51	9·40	5·36	9·02	8·18
94	Average number of tons in a train . . . . *Tons*	1st half	214·93	137·61	108·23	136·33	124·60	112·13	106·97	116·57	243·52
		2nd „	199·83	104·07	96·63	152·88	105·48	130·12	87·59	101·32	192·82
	Vehicles and vehicle-mileage—Number of goods vehicles hauled one mile—										
95	Loaded . . . *Vehicle-miles*	1st half	78,642,326	10,390,526	6,433,286	53,185,418	21,596,429	7,786,002	2,089,511	47,504,126	24,682,331
		2nd „	68,332,855	5,749,954	4,985,715	41,269,159	12,827,245	11,702,072	1,953,796	30,902,251	14,160,778
96	Empty . . . . . „	1st half	28,505,370	6,046,546	3,543,644	21,701,552	9,398,466	3,080,638	1,480,585	16,661,522	7,870,745
		2nd „	25,043,945	3,322,804	2,928,364	15,400,840	5,564,094	7,423,062	840,200	10,804,993	3,112,770
97	Brake-vans . . . . . „	1st half	3,072,879	1,176,787	697,832	3,167,839	1,286,579	402,351	233,747	5,619,328	644,371
		2nd „	2,905,593	736,941	621,004	2,569,371	1,131,961	586,959	226,771	3,821,032	305,724
98	Total . . . . . „	1st half	110,220,575	17,622,859	10,674,762	78,054,809	32,281,474	11,268,991	3,796,843	69,784,978	33,135,447
		2nd „	96,282,393	9,809,699	8,535,083	59,239,370	19,523,300	19,712,093	3,020,767	45,528,276	17,685,272
	Average number of vehicles on a goods train—										
99	Freight vehicles . . . . *No.*	1st half	29·69	25·38	26·11	25·91	27·83	26·80	19·02	22·08	39·33
		2nd „	28·18	21·12	24·32	25·65	25·18	32·23	11·38	21·37	35·39
100	Brake-vans . . . . . „	1st half	0·83	1·82	1·83	1·10	1·16	0·99	1·25	1·93	0·78
		2nd „	0·88	1·72	1·91	1·16	1·35	0·99	0·92	1·96	0·63
101	Total . . . . . „	1st half	30·54	27·20	27·94	27·01	28·99	27·79	20·27	24·01	40·11
		2nd „	29·06	22·84	26·23	26·81	26·53	33·22	12·30	23·33	36·02
102	Average earnings per goods vehicle per mile (excluding brakes) . . . . *Pies*	1st half	35·47	37·87	27·89	32·52	23·83	34·26	21·08	42·83	46·71
		2nd „	34·28	31·88	30·08	31·51	23·09	37·96	25·90	42·78	44·34
103	Carrying capacity hauled one mile (excluding brakes) . *Tons*	1st half	1,379,488,289	212,167,207	115,875,231	896,118,644	335,772,766	126,674,386	47,721,205	721,221,202	385,495,994
		2nd „	1,213,728,641	118,346,722	91,605,054	684,633,520	199,725,866	223,376,131	37,778,119	497,507,949	205,766,766
104	Percentage of freight upon capacity hauled . . *Per cent.*	1st half	56·23	42·03	35·69	50·43	41·32	35·83	41·99	46·98	52·18
		2nd „	54·55	37·78	34·32	49·34	38·57	34·53	50·88	42·30	45·75
105	Average load of a goods vehicle (including both loaded and empty) . . . . *Tons*	1st half	7·24	5·42	4·15	6·03	4·48	4·18	5·62	5·28	6·19
		2nd „	7·09	4·93	3·68	5·96	4·19	4·04	7·69	4·74	5·42
106	Average load of a loaded goods vehicle . . . . . „	1st half	9·86	8·57	6·43	8·50	6·42	5·84	9·62	7·13	8·17
		2nd „	9·69	7·78	6·31	8·19	6·01	6·60	11·00	6·40	6·65
	Weight of Train and Ton-mileage—										
	Gross ton-mileage of all goods trains—										
107	Freight . . . . *Tons.*	1st half	775,683,793	89,116,683	41,354,069	451,874,639	138,753,152	45,462,885	20,039,889	338,822,824	201,170,545
		2nd „	662,137,838	44,707,603	31,437,999	337,813,369	77,034,142	7,128,028	21,486,398	197,737,369	94,145,665
108	Dead-weight . . . . „	1st half	869,044,755	189,003,787	101,564,179	735,471,417	266,978,343	98,490,655	43,414,882	635,155,680	255,870,488
		2nd „	777,738,174	111,548,324	83,446,564	559,526,300	166,197,301	168,279,441	42,964,338	419,838,047	137,282,416
109	Total . . . . . „	1st half	1,644,728,551	278,170,470	143,318,249	1,187,346,056	405,731,495	143,952,540	63,454,771	973,978,504	457,041,033
		2nd „	1,439,876,012	156,255,927	114,934,563	897,339,669	243,231,443	245,407,469	64,450,736	617,576,016	231,428,275

A—*continued.*

RAILWAYS—(Part II)—*continued.*

Half-years ended the 30th June and the 31st December 1895.

GAUGE.		METRE GAUGE.												
	LINES OWNED BY NATIVE STATE AND WORKED BY COMPANY.	STATE LINES WORKED BY COMPANIES.					STATE LINES WORKED BY THE STATE.		ASSISTED COMPANY.	LINES OWNED AND WORKED BY NATIVE STATES.				
XXVI.	XXXVI.	XLII.	XLV.	XLVII.	L.	LII.	LIII.	LIV.	LVIII.	LXVII.		LXIX.	1895.	Progressive number.
Madras railway system.	The Nizam's Guaranteed State railway system.	Bengal and North-Western railway system.	Rajputana Malwa.	Southern Mahratta railway system.	South Indian railway system.	Assam-Bengal (a)	Eastern Bengal (state), including the Kanna-Dhatta (2′ 6″ gauge) branch.	Burma (state).	Rohilkund and Kumaon railway system.	Jodhpore section.	Bikaneer section.	Bhávnagar-Gondal-Junagarh-Porbandar railway system.		
1·36	1·37	1·54	1·57	0·97	1·17		1·85	2·09	1·51	1·23	1·11	1·57	1st half	87
1·34	1·14	1·23	1·27	0·98	1·09		1·83	1·48	1·26	1·12	0·85	1·11	2nd ,,	
25·89	26·33	38·96	24·87	33·63	—1·76		34·89	13·16	48·92	28·49	35·36	32·05	1st half	88
25·77	18·36	36·56	21·14	34·70	—5·34		35·62	16·25	61·63	26·32	31·73	23·74	2nd ,,	
32,909,664	13,25,453	16,28,494	98,25,649	26,81,652	20,97,987		13,24,958	18,82,574	3,54,489	2,57,934	20,475	7,14,903	1st half	89
34,69,940	10,93,017	10,41,521	76,74,560	23,17,066	21,31,674		17,87,236	12,11,356	2,19,679	1,56,749	18,206	5,67,835	2nd ,,	
658,067	277,668	515,210	2,608,136	1,025,373	899,643		441,869	582,479	163,685	72,630	7,267	196,435	1st half	90
638,330	253,247	439,792	1,471,009	1,098,900	958,822		491,561	499,462	123,412	66,017	7,067	92,693	2nd ,,	
5·16	4·77	3·04	3·77	2·62	2·33		3·00	3·23	2·17	3·55	2·82	3·64	1st half	91
4·87	4·34	2·42	3·56	2·19	2·24		3·04	2·43	1·78	3·38	2·58	3·80	2nd ,,	
74,718,989	40,754,808	49,33,33,578	297,082,771	70,631,744	49,666,111		32,069,188	50,828,425	9,859,157	4,014,754	316,341	11,969,388	1st half	92
71,530,305	32,07,1,150	33,009,745	150,847,623	67,405,016	53,271,539		33,031,943	32,964,289	7,437,254	3,302,878	265,689	5,015,078	2nd ,,	
8·46	6·24	6·34	6·35	7·29	8·21		7·93	7·11	6·90	12·34	12·45	11·47	1st half	93
8·34	6·35	5·94	7·22	6·60	7·76		10·39	7·06	5·06	11·44	13·16	10·25	2nd ,,	
117·10	149·78	92·18	113·91	68·88	54·54		72·58	87·26	60·23	53·28	43·53	60·93	1st half	94
112·06	127·17	78·20	102·48	63·66	53·56		67·20	66·00	60·26	50·03	37·63	53·56	2nd ,,	
11,800,980	3,989,215	10,314,617	48,189,363	15,406,214	11,534,882		9,687,657	11,100,236	2,745,143	1,081,078	78,995	3,656,736	1st half	95
11,525,913	3,307,778	7,810,108	30,400,352	15,369,956	12,156,718		9,816,547	7,932,319	1,896,743	860,248	73,418	1,431,275	2nd ,,	
3,467,911	2,323,165	4,212,573	15,361,029	4,876,310	4,144,197		2,910,841	5,634,574	1,276,593	516,184	52,833	1,264,355	1st half	96
3,420,710	2,244,378	2,763,782	7,332,624	5,768,503	5,133,933		3,686,945	4,296,244	752,214	435,536	49,023	740,354	2nd ,,	
2,531,923	462,721	839,236	2,317,473	1,251,653	549,655		464,180	1,060,637	273,061	9,065	...	145,490	1st half	97
2,008,530	384,191	724,022	1,069,591	1,245,473	616,025		308,928	907,075	220,340	2,475	...	51,609	2nd ,,	
17,800,814	6,773,101	15,356,440	65,867,865	21,533,577	16,228,734		13,062,678	17,790,447	4,226,997	1,626,327	131,828	5,066,587	1st half	98
17,555,179	5,930,347	11,004,512	38,882,567	22,383,942	17,906,690		14,021,420	13,155,638	2,871,277	1,298,259	122,441	2,228,061	2nd ,,	
23·93	22·73	27·14	24·36	19·78	17·43		28·51	28·73	24·57	22·97	18·14	25·05	1st half	99
23·41	22·00	24·56	25·69	19·56	17·03		27·47	24·52	21·47	19·03	17·34	23·43	2nd ,,	
3·97	1·66	1·57	0·89	1·21	0·61		1·05	1·82	1·68	0·12	...	0·74	1st half	100
4·09	1·51	1·02	0·72	1·18	0·64		1·04	1·82	1·80	0·04	...	0·55	2nd ,,	
27·90	24·39	28·71	25·25	21·00	18·04		29·56	30·55	26·25	22·30	18·14	25·79	1st half	101
27·50	23·51	26·24	26·42	21·14	18·67		28·51	26·34	23·27	19·67	17·34	23·98	2nd ,,	
41·38	40·32	21·52	27·69	25·39	25·69		20·19	21·60	16·92	• 30·62	20·82	27·84	1st half	102
39·90	37·87	18·90	23·81	21·05	23·89		25·41	18·99	15·69	29·15	28·55	23·61	2nd ,,	
282,234,661	72,201,938	126,345,225	553,361,029	122,794,538	94,721,850		69,531,074	113,877,419	26,562,826	9,754,894	804,139	26,967,575	1st half	103
275,953,504	63,888,543	92,363,356	287,304,106	127,387,279	104,398,729		75,282,280	78,490,829	17,551,981	7,826,512	745,876	11,693,884	2nd ,,	
41·00	36·45	39·03	35·18	57·52	51·80		46·12	44·63	37·12	41·16	39·46	44·38	1st half	104
40·65	30·21	36·46	32·31	52·91	51·03		43·88	42·00	44·37	42·20	35·62	42·89	2nd ,,	
4·89	6·46	3·46	4·67	3·48	3·13		2·55	3·04	2·45	2·48	2·40	2·43	1st half	105
4·79	5·78	3·18	3·99	3·19	3·08		2·45	2·69	2·81	2·55	2·17	2·30	2nd ,,	
6·33	10·21	4·78	6·16	4·58	4·25		3·31	4·58	3·59	3·71	4·00	3·27	1st half	106
6·21	9·70	4·31	4·95	4·39	4·38		3·30	4·15	3·92	3·84	3·62	3·50	2nd ,,	
74,718,989	40,754,808	49,33,33,578	297,082,771	70,631,744	49,666,111		32,069,188	50,828,425	9,859,157	4,014,754	316,341	11,969,388	1st half	107
71,530,305	32,07,1,150	33,009,745	150,847,623	67,405,016	53,271,539		33,031,943	32,964,289	7,437,254	3,302,878	265,689	5,015,078	2nd ,,	
166,646,459	61,587,687	74,716,564	374,968,181	116,395,879	95,071,304		58,297,709	93,326,017	20,830,346	8,986,138	775,302	23,320,574	1st half	108
163,994,793	56,380,972	56,804,858	212,062,372	120,315,000	103,443,936		63,935,021	69,470,008	14,541,803	7,470,169	737,733	10,888,984	2nd ,,	
241,367,448	102,349,495	124,050,141	678,064,652	187,027,623	144,737,415		90,366,897	144,154,442	30,689,503	12,994,892	1,091,643	35,289,962	1st half	109
235,425,158	88,438,122	89,814,603	363,530,998	187,720,282	156,715,475		96,966,964	102,434,297	21,979,057	10,773,047	993,422	15,904,062	2nd ,,	

(a) The line having been only recently opened for traffic, reliable statistics are not available.

APPENDIX
STATISTICS OF INDIAN

Half-years ended the 30th June and the 31st December 1895.

STANDARD

Progressive number.	Headings.	1895.	State lines worked by companies. I. East Indian railway system.	State lines worked by companies. II. Bengal-Nagpur.	State lines worked by companies. III. Indian Midland railway system.	State lines worked by the State. XII. North Western (state) railway system, excluding military lines.	State lines worked by the State. XIV. Oudh and Rohilkhand (state).	State lines worked by the State. XV. Eastern Bengal (state).	State lines worked by the State. XVIII. East Coast (state).	Lines worked by Guaranteed Companies. XXIV. Great Indian Peninsula railway system.	Lines worked by Guaranteed Companies. XXV. Bombay, Baroda and Central India.
	GOODS TRAFFIC—*concld.*										
	WEIGHT OF TRAIN AND TON-MILEAGE—*concld.*										
	Average weight of a goods train—										
111	Freight . . . . *Tons*	1st half	214·93	137·61	108·23	156·38	124·59	112·12	106·97	116·57	243·52
		2nd „	199·85	104·07	90·03	152·83	105·48	130·12	87·54	101·32	192·82
111	Dead-weight . . . . „	1st half	240·79	201·68	266·84	254·44	239·74	242·91	231·73	218·51	309·74
		2nd „	234·74	259·67	250·65	253·22	227·38	283·61	175·06	215·13	281·17
111	Total . . . . . „	1st half	455·72	339·29	375·07	410·77	364·33	355·03	338·72	335·08	553·26
		2nd „	434·59	363·74	353·26	406·10	333·06	413·73	262·60	316·45	473·99
	COST OF WORKING AND PROFIT—										
113	Average cost of hauling a goods train one mile . . . . . *Pie*	1st half	1·81	2·04	2·60	2·09	1·70	2·32	2·15	2·23	3·05
		2nd „	1·71	2·30	2·40	2·26	1·89	1·80	1·78	2·69	3·61
114	Average cost of hauling a goods vehicle with its load one mile . . *Pies*	1st half	11·71	15·44	19·15	15·49	11·75	16·62	21·73	19·38	14·88
		2nd „	11·66	20·93	18·91	16·94	14·40	10·74	30·04	24·20	18·47
115	Average cost of hauling a goods unit (*viz.*, one ton) one mile . . . „	1st half	1·62	2·85	4·62	2·57	2·62	3·97	3·86	3·67	2·40
		2nd „	1·64	4·25	4·76	2·84	3·44	2·66	3·91	5·10	3·39
115a	Average cost of hauling a goods unit one mile, including interest on capital expended on open line at the rate of 5 per cent. per annum . . . „	1st half	3·43	7·00	10·13	5·03	5·24	7·97	9·67	6·44	4·19
		2nd „	3·68	11·19	11·19	5·04	7·48	5·38	10·00	9·14	6·63
116	Average profit on working a goods train one mile . . . . . *Pie*	1st half	3·67	2·97	1·19	2·30	1·75	2·46	—0·06	2·69	6·32
		2nd „	3·32	1·21	1·41	1·95	1·14	4·57	—0·24	2·07	4·61
117	Average profit on working a goods vehicle with its load one mile . . *Pies*	1st half	23·76	22·43	8·74	17·03	12·08	17·64	—0·65	23·45	31·85
		2nd „	22·62	10·95	11·17	14·57	8·69	22·22	—4·14	18·38	24·87
118	Average profit on working a goods unit (*viz.*, one ton) one mile . . . „	1st half	3·28	4·13	2·11	2·82	2·70	4·22	—0·11	4·44	5·14
		2nd „	3·19	2·22	2·81	2·43	2·07	6·74	—0·55	3·92	4·59
	DETAILED PERCENTAGES OF EARNINGS AND EXPENDITURE.										
	Percentage on Total Earnings—										
119	Coaching traffic . . . *Per cent.*	1st half	31·57	18·17	42·24	29·61	35·40	42·94	56·57	26·06	28·53
		2nd „	34·97	29·47	43·39	34·90	44·72	29·55	53·03	33·09	38·35
120	Goods traffic . . . . . „	1st half	66·99	72·61	54·10	68·13	63·27	48·58	38·85	72·87	71·03
		2nd „	63·26	62·59	53·46	62·90	52·47	68·14	42·00	65·68	59·04
121	Sundries, including telegraph . „	1st half	1·36	9·22	3·66	2·16	1·33	3·90	1·84	1·07	1·44
		2nd „	1·50	7·94	3·15	2·05	2·81	2·13	2·30	1·23	2·01
122	Steam-boat earnings . . . „	1st half	0·18	...	...	0·10	...	4·58	2·74	...	...
		2nd „	0·27	...	...	0·15	...	0·18	1·71	...	...
	TOTAL . . „	1st half	100	100	100	100	100	100	100	100	100
		2nd „	100	100	100	100	100	100	100	100	100
	Percentage of Working Expenses on Total Earnings—										
123	Maintenance . . . . *Per cent.*	1st half	8·51	9·63	14·68	12·50	14·44	9·86	19·27	10·75	7·65
		2nd „	8·78	18·23	12·59	12·51	19·12	5·77	28·23	17·30	9·94
124	Locomotive expenses . . . „	1st half	8·42	10·66	18·80	18·11	12·59	10·83	33·40	19·99	13·44
		2nd „	8·97	16·54	19·91	20·09	13·46	7·80	29·97	24·95	18·13
125	Carriage and wagon expenses . „	1st half	3·78	3·30	4·88	3·71	5·84	5·83	3·31	4·17	2·52
		2nd „	3·67	4·63	5·34	5·44	7·11	2·20	4·04	5·58	4·57
126	Traffic expenses . . . . „	1st half	5·43	6·46	9·31	6·31	6·75	10·93	12·98	7·85	4·59
		2nd „	6·05	10·29	10·09	7·85	9·29	9·03	12·60	9·86	7·38
127	General charges . . . . „	1st half	3·12	7·29	9·40	2·81	3·64	5·21	8·02	3·57	2·37
		2nd „	3·47	13·89	11·17	3·36	4·68	3·64	9·19	4·73	4·25
128	Miscellaneous expenses . . „	1st half	2·60	1·02	6·15	1·07	1·23	1·44	6·63	1·91	1·72
		2nd „	1·92	2·02	4·86	1·02	1·72	2·13	4·96	1·27	2·09
129	Steam-boat expenses . . . „	1st half	0·18	...	...	0·14	...	3·74	1·64	...	...
		2nd „	0·25	...	...	0·13	...	0·61	0·97	...	...
130	TOTAL WORKING EXPENSES . „	1st half	31·04	39·36	63·22	44·65	44·49	47·84	76·25	48·24	32·42
		2nd „	32·11	65·60	63·96	50·40	55·38	31·18	89·96	63·69	46·17

A—*continued.*

RAILWAYS—(Part II)—*continued.*

Half-years ended the 30th June and the 31st December 1895.

GAUGE.		METRE GAUGE.													
[illegible]AN-	LINE OWNED BY NATIVE STATE AND WORKED BY COMPANY.	STATE LINES WORKED BY COMPANIES.					STATE LINES WORKED BY THE STATE.		ASSISTED COMPANY.	LINES OWNED AND WORKED BY NATIVE STATES.			1895.	Progressive number.
XXVI. Madras railway system.	XXXVI. The Nizam's Guaranteed State railway system.	XLIII. Bengal and North-Western railway system.	XLV. Rajputana-Malwa.	XLVII. Southern Mahratta railway system.	L. South Indian railway system.	LII. Assam-Bengal. (a)	LIII. Eastern(Bengal state), including the Kankia-Dhartia (2'6" gauge) branch.	LIV. Burma (state).	LVIII. Rohilkund and Kumaon railway system.	LXVII Jodhpore-Bikaneer. Jodhpore section.	LXVII Jodhpore-Bikaneer. Bikaneer section.	LIX. Bhivnager-Gondal-Junagarh-Porbandar railway system.		
117·10	146·78	92·18	113·91	68·88	54·34		72·58	87·26	60·23	55·28	43·53	60·93	1st half	110
112·06	127·17	78·20	102·48	63·66	55·36		67·20	66·00	60·26	50·03	37·63	53·98	2nd ,,	
261·18	221·80	139·60	143·77	113·32	105·68		131·93	160·22	127·26	123·64	106·69	119·89	1st half	111
256·73	223·51	130·47	144·50	113·62	107·89		130·06	139·09	117·83	113·16	103·06	117·18	2nd ,,	
378·28	368·58	231·78	257·68	182·20	160·22		204·51	247·48	187·49	178·92	150·22	180·82	1st half	112
368·81	350·68	208·67	246·98	177·28	163·45		197·26	205·09	178·09	163·19	140·69	171·16	2nd ,,	
2·67	2·30	1·20	1·49	1·66	1·43		1·51	3·04	1·42	1·43	0·99	1·95	1st half	113
2·61	2·37	1·37	1·94	1·49	1·59		1·35	2·23	1·52	1·18	1·03	2·49	2nd ,,	
21·38	19·47	8·47	11·25	18·09	15·77		10·15	13·65	11·17	12·30	10·48	14·33	1st half	114
21·42	20·06	10·70	14·48	14·27	15·98		9·42	17·45	13·38	11·53	11·36	20·44	2nd ,,	
4·37	3·02	2·49	2·51	4·62	5·04		3·99	4·49	4·53	4·95	4·37	6·14	1st half	115
4·48	3·57	3·36	3·63	4·31	5·19		3·85	6·48	4·76	4·52	5·23	8·87	2nd ,,	
9·42	6·76	5·82	4·23	9·94	9·15		8·35	8·40	8·91	8·67	11·00	10·67	1st half	115a
9·67	8·15	7·67	6·47	10·01	9·09		8·24	12·46	8·96	8·69	12·65	16·66	2nd ,,	
2·49	2·47	1·84	2·28	2·96	0·50		1·49	1·19	0·76	2·13	1·83	1·69	1st half	116
2·26	1·97	1·05	1·92	0·70	0·74		2·89	0·20	0·28	1·80	1·55	0·39	2nd ,,	
20·00	20·85	13·05	17·24	9·30	9·92		10·04	7·95	5·81	18·32	19·34	12·96	1st half	117
18·48	17·21	8·20	14·33	6·68	7·91		15·09	1·34	2·51	17·62	17·19	3·17	2nd ,,	
4·09	3·22	3·83	3·84	2·67	3·17		3·94	2·60	2·37	7·39	8·06	5·33	1st half	118
3·86	2·98	2·58	3·59	2·09	2·37		6·54	0·58	0·90	6·92	7·93	1·38	2nd ,,	
41·39	26·11	39·25	27·44	36·56	52·24		44·54	49·70	42·42	51·70	45·58	44·10	1st half	119
42·82	27·42	45·02	38·63	42·94	52·27		34·30	57·35	47·35	51·74	44·97	63·78	2nd ,,	
56·06	71·87	49·83	70·92	58·30	45·80		48·34	43·88	49·77	46·77	45·14	53·89	1st half	120
55·62	69·88	43·48	89·21	54·69	46·51		50·28	43·59	41·52	46·49	44·21	53·11	2nd ,,	
1·65	2·02	3·52	1·64	2·14	0·96		0·98	1·88	7·81	1·53	0·98	2·01	1st half	121
1·56	2·70	3·39	2·16	2·37	1·22		0·91	—0·40	9·93	1·77	1·02	3·11	2nd ,,	
	...	7·36	...	...	...		6·14	0·54	...	...	...	...	1st half	122
	...	8·11	...	...	...		8·31	—0·34	...	...	...	...	2nd ,,	
100	100	100	100	100	100		100	100	100	100	100	100	1st half	
100	100	100	100	100	100		100	100	100	100	100	100	2nd ,,	
10·51	15·67	8·97	6·08	15·85	11·56		12·13	13·21	12·36	14·42	11·52	17·04	1st half	23
10·62	14·94	12·49	8·26	13·35	13·54		8·71	20·83	13·71	9·02	11·23	23·74	2nd ,,	
17·93	12·39	7·44	16·47	19·00	19·97		10·00	16·61	13·83	14·05	17·57	12·67	1st half	124
18·73	15·18	9·76	17·90	21·74	21·79		8·83	23·32	15·86	10·86	18·78	17·54	2nd ,,	
5·30	3·45	1·95	3·34	4·76	6·76		2·91	3·86	3·59	2·85	3·56	2·15	1st half	125
5·30	5·71	3·62	5·19	4·82	6·63		2·57	7·03	5·71	5·86	8·60	3·50	2nd ,,	
7·40	6·77	6·89	5·63	9·36	8·11		8·38	9·09	9·91	5·22	6·79	9·17	1st half	126
7·46	7·93	8·99	7·72	10·22	8·23		7·71	12·70	10·61	6·90	8·41	10·99	2nd ,,	
5·05	8·34	6·47	4·17	8·81	6·74		4·73	5·22	10·88	3·35	4·49	7·66	1st half	127
5·19	10·00	8·67	6·21	9·62	7·52		3·83	7·46	14·72	3·85	4·83	12·48	2nd ,,	
0·91	0·88	1·39	0·61	1·23	0·75		0·30	1·06	6·34	0·62	0·17	1·70	1st half	128
0·97	1·31	2·61	0·76	0·88	0·89		0·82	1·26	8·21	0·52	0·22	2·01	2nd ,,	
...	...	3·64	...	...	...		5·82	0·83	...	...	...	...	1st half	129
...	...	3·80	...	...	...		5·77	1·06	...	...	...	...	2nd ,,	
47·10	47·50	36·95	36·32	59·11	53·89		44·87	49·88	57·09	40·51	44·10	50·39	1st half	130
48·27	45·07	49·94	46·04	60·83	58·60		38·24	73·66	68·82	43·01	52·06	70·26	2nd ,,	

(a) The line having been only recently opened for traffic, reliable statistics are not available.

APPENDIX
STATISTICS OF INDIAN WORKING

Half-years ended the 30th June and the 31st December 1895. TABLE A.—MAINTENANCE OF WAY,

Progressive number.	HEADINGS.		1895.	STATE LINES WORKED BY COMPANIES. I. East Indian railway system.	STATE LINES WORKED BY COMPANIES. II. Bengal-Nágpur.	STATE LINES WORKED BY COMPANIES. III. Indian Midland railway system.	STATE LINES WORKED BY THE STATE. XII. North Western (state) railway system, excluding military lines.	STATE LINES WORKED BY THE STATE. XIV.* Oudh and Rohilkhand (state).	STATE LINES WORKED BY THE STATE. XV. Eastern Bengal (state).	STATE LINES WORKED BY THE STATE. XVIII. East Coast (state).	STANDARD LINES WORKED BY TERMINUS. XXIV. Great Indian Peninsula railway system.	STANDARD LINES WORKED BY TERMINUS. XXV. Bombay, Baroda, and Central India. (a)
	Mean age of lines on the 31st December 1895	*Years*	...	27·47	7·27	6·88	19·21	18·28	21·40	1·94	29·61	(b)29·34
	PER MILE OF LINE MAINTAINED.											
131*a*	General superintendence (including office expenses) . . .	*R*	1st half	172·21	118·68	111·40	131·45	119·31	175·15	53·40	170·89	218·07
			2nd „	177·85	120·20	103·55	124·78	123·57	166·79	59·52	158·71	207·44
132*a*	Maintenance and renewal of permanent way	„	1st half	704·89	156·52	350·03	599·96	520·93	471·53	190·28	631·78	604·91
			2nd „	689·95	197·19	297·28	451·71	569·93	495·45	200·11	686·51	533·82
133*a*	Repairs of bridges, &c. . . .	„	1st half	180·40	96·95	25·70	120·90	261·25	102·16	6·93	141·79	347·10
			2nd „	87·73	70·03	23·52	104·98	214·08	186·94	111·28	248·83	392·98
134*a*	Conservancy of rivers	„	1st half	...	...	...	58·31	8·51	...	...	...	...
			2nd „	...	...	...	28·10	4·50	·24	...	...	...
135*a*	Repairs of stations and buildings .	„	1st half	133·64	85·14	20·56	155·31	60·09	209·76	15·59	93·84	166·17
			2nd „	137·33	58·64	22·31	129·86	54·17	173·52	38·33	77·65	117·21
136*a*	Other charges (net)	„	1st half	161·32	42·42	27·24	255·97	131·10	109·85	7·61	378·04	279·71
			2nd „	136·76	57·63	20·67	194·26	45·23	32·25	10·18	470·68	169·29
137*a*	Total maintenance, &c. . . .	„	1st half	1,354·46	499·71	535·33	1,321·90	1,101·19	1,053·45	273·81	1,416·30	1,752·96
			2nd „	1,229·52	509·69	370·33	1,033·75	1,011·18	855·92	603·42	1,642·36	1,414·74
	PER MILE OF TRACK, INCLUDING SIDINGS.											
131*b*	General superintendence (including office expenses) . . .	*R*	1st half	114·74	106·51	98·39	105·27	103·97	119·21	46·54	114·60	160·43
			2nd „	118·72	113·28	91·72	99·58	107·63	112·97	52·14	106·41	149·89
132*b*	Maintenance and renewal of permanent way	„	1st half	469·66	140·47	309·16	480·45	453·56	320·94	165·86	423·78	442·81
			2nd „	460·56	176·99	183·61	360·31	496·15	234·22	174·22	460·26	385·74
133*b*	Repairs of bridges, &c. . . .	„	1st half	120·20	87·00	22·70	96·82	227·66	69·54	6·05	95·11	402·49
			2nd „	58·57	62·85	19·95	83·77	186·47	126·82	97·52	166·83	283·97
134*b*	Conservancy of rivers	„	1st half	...	...	...	46·69	7·41	...	...	...	...
			2nd „	...	...	...	22·43	3·90	·18	...	...	...
135*b*	Repairs of stations and buildings .	„	1st half	90·37	76·41	18·51	124·37	52·37	130·64	13·59	62·95	78·10
			2nd „	91·61	52·63	19·76	103·63	47·18	117·34	33·38	52·04	80·36
136*b*	Other charges (net)	„	1st half	107·48	38·08	24·06	204·58	114·25	70·69	6·63	253·57	205·78
			2nd „	91·39	51·73	18·31	153·02	39·39	21·84	9·19	315·56	122·33
137*b*	Total maintenance, &c. . . .	„	1st half	902·45	448·47	472·82	1,058·38	959·62	717·02	238·67	950·01	1,289·61
			2nd „	820·75	457·48	333·35	824·94	880·74	570·73	528·76	1,101·10	1,022·29
	PER TOTAL TRAIN-MILE.											
131*c*	General superintendence (including office expenses) . . .	*Annas*	1st half	0·87	1·87	1·81	0·82	0·90	1·12	0·97	0·84	1·12
			2nd „	0·98	2·50	1·83	0·93	1·23	0·88	1·03	0·97	1·36
132*c*	Maintenance and renewal of permanent way	„	1st half	3·56	2·47	5·68	3·75	3·91	3·03	3·47	3·12	3·10
			2nd „	3·69	3·91	3·75	3·36	5·67	3·57	5·00	4·18	3·49
133*c*	Repairs of bridges, &c. . . .	„	1st half	0·91	1·53	0·42	0·76	1·96	0·66	0·13	0·70	2·82
			2nd „	0·47	1·39	0·41	0·78	2·13	1·00	1·91	1·51	...
134*c*	Conservancy of rivers	„	1st half	...	...	...	0·36	0·06	...	...	...	...
			2nd „	...	...	...	0·21	0·04	0·01	...	...	...
135*c*	Repairs of stations and buildings .	„	1st half	0·69	1·34	0·34	0·97	0·45	1·39	0·28	0·46	...
			2nd „	0·73	1·16	0·40	0·97	0·55	0·92	0·66	...	...
136*c*	Other charges (net)	„	1st half	0·82	0·66	0·44	1·60	0·98	0·67	0·14	1·86	1·45
			2nd „	0·74	1·15	0·37	1·43	0·45	0·16	1·79	2·87	1·11
137*c*	Total maintenance, &c. . . .	„	1st half	6·85	7·87	8·69	8·26	8·26	6·77	4·99	6·98	9·04
			2nd „	6·58	10·11	6·80	7·70	10·07	4·54	10·39	10·00	9·26
	PER 1,000 GROSS TON-MILES.											
131*d*	General superintendence (including office expenses) . . .	*R*	1st half	0·15	0·39	0·36	0·15	0·17	0·26	0·19	0·18	0·17
			2nd „	0·16	0·46	0·29	0·17	0·25	0·17	0·22	0·23	0·25
132*d*	Maintenance and renewal of permanent way	„	1st half	0·59	0·38	1·12	0·66	0·74	0·68	0·86	0·68	0·47
			2nd „	0·64	1·71	0·77	0·62	1·15	0·30	1·12	0·98	0·64
133*d*	Repairs of bridges, &c. . . .	„	1st half	0·15	0·23	0·08	0·14	0·37	0·14	0·03	0·15	0·42
			2nd „	0·08	0·25	0·08	0·13	0·44	0·19	0·44	0·36	0·47
134*d*	Conservancy of rivers	„	1st half	...	...	...	0·06	0·01	...	...	...	...
			2nd „	...	...	...	0·04	0·01	...	...	...	...
135*d*	Repairs of stations and buildings .	„	1st half	0·11	0·28	0·07	0·17	0·08	0·29	0·06	0·10	0·08
			2nd „	0·13	0·21	0·08	0·18	0·11	0·18	0·15	0·11	0·12
136*d*	Other charges (net)	„	1st half	0·14	0·10	0·08	0·29	0·19	0·14	0·02	0·40	0·32
			2nd „	0·13	0·21	0·08	0·27	0·09	0·04	0·39	0·68	0·20
137*d*	Total maintenance, &c. . . .	„	1st half	1·14	1·21	1·71	1·47	1·56	1·51	0·96	1·51	1·36
			2nd „	1·14	1·84	1·40	1·43	2·05	0·88	2·32	2·36	1·70

(*a*) Including the Gaekwar's Petlád railway.
(*b*) Bombay, Baroda and Central India railway only.

A—*continued.*

RAILWAYS—(Part II)—*continued.*

EXPENSES.

WORKS AND STATIONS. Half-years ended the 30th June and the 31st December 1895.

GAUGE.		METRE GAUGE.													
		STATE LINES WORKED BY COMPANIES.					STATE LINES WORKED BY THE STATE.		ASSISTED COMPANY.	LINES OWNED AND WORKED BY NATIVE STATES.			1895.	Progressive number.
	LINES OWNED BY NATIVE STATE AND WORKED BY COMPANY.													
XXVI.	XXXVI.	XLIII.	XLV.	XLVII.	L.	LII.	LIII. Eastern Bengal (state), including the Kaunle-Dhurla (2′ 6″ gauge) branch.	LIV.	LVII. Rohilkund and Kumaon railway system.	LXVII. Jodhpore-Bickaneer.		LXIX. Bhávnagar-Gondal-Junagarh-Porbandar railway system.		
Madras railway system.	The Nizam's Guaranteed State railway system.	Bengal and North-Western railway system.	Rajputana-Malwa. (c)	Southern Mahratta railway system.	South Indian railway system.	Assam Bengal. (f)		Burma (state).		Jodhpore section.	Bickaneer section.			
31′70	12′66	10′91	(d)16′30	(e)9′43	16′07		12′41	8′70	7′98	6′38	4′06	11′42	...	
163′38	144′40	96′43	163′30	90′99	119′55		127′38	121′18	62′13	19′83	14′76	94′85	1st half	131a
158′58	140′84	90′02	99′79	90′10	112′27		120′46	119′47	61′71	17′89	13′63	70′39	2nd ,,	
264′21	497′68	203′59	268′80	251′93	284′75		253′16	413′95	152′44	194′32	91′71	283′73	1st half	132a
270′17	382′62	181′56	245′78	183′96	362′19		220′48	399′47	116′63	83′17	90′21	268′15	2nd ,,	
70′31	77′02	21′28	19′41	47′38	49′08		67′63	57′41	33′47	8′26	3′95	12′82	1st half	133a
55′10	40′32	28′25	10′48	38′74	76′62		68′12	59′47	48′99	6′08	...	38′89	2nd ,,	
...	7′77	3′95	...	...	...		0′41	1′37	24′03	...	...	...	1st half	134a
...	...	1′45	...	...	...		...	...	0′69	...	...	...	2nd ,,	
70′58	25′30	26′53	39′39	40′19	25′64		54′61	39′63	20′87	13′65	9′57	54′65	1st half	135a
84′22	30′71	31′30	34′90	27′48	37′34		45′07	45′36	19′69	9′27	2′30	47′99	2nd ,,	
146′65	71′74	35′40	49′36	42′10	10′11		83′82	60′78	25′69	12′07	0′19	48′02	1st half	136a
135′91	72′90	69′97	53′75	89′23	—20′43		35′70	58′83	26′29	2′75	...	20′41	2nd ,,	
715′13	824′11	387′18	480′32	472′59	480′13		588′91	696′79	318′69	248′13	120′18	602′07	1st half	137a
697′98	667′45	395′55	450′70	369′45	567′99		489′83	693′07	274′00	139′14	106′34	511′94	2nd ,,	
134′65	131′78	85′58	89′65	82′83	106′19		110′19	102′97	55′89	19′26	14′43	85′49	1st half	131b
125′60	127′89	79′89	87′09	82′12	99′72		104′23	105′36	55′77	17′38	13′33	69′17	2nd ,,	
217′75	454′19	180′08	233′31	229′38	252′93		220′88	351′77	137′14	188′72	89′65	255′76	1st half	132b
222′40	347′46	161′13	214′49	167′00	321′71		190′78	325′09	105′38	80′77	88′18	248′17	2nd ,,	
57′95	70′29	18′89	16′85	43′14	33′60		58′54	48′79	30′10	8′02	3′86	10′891	1st half	133b
43′36	30′62	25′07	14′38	35′30	68′06		58′95	48′40	44′26	5′88	...	89′23	2nd ,,	
...	7′09	3′50	...	...	...		0′36	3′77	21′67	...	...	...	1st half	134b
...	...	1′28	...	...	...		...	1′11	0′63	...	...	...	2nd ,,	
58′17	23′27	23′54	34′17	36′59	22′78		47′26	33′67	18′78	13′26	9′35	49′27	1st half	135b
69′31	27′89	27′36	30′46	25′04	33′16		39′00	38′92	17′80	9′00	2′45	43′34	2nd ,,	
120′87	65′48	31′42	42′82	38′33	8′97		72′56	51′64	23′13	11′72	0′19	43′39	1st half	136b
111′88	66′26	35′89	46′91	26′64	—18′15		30′89	47′87	23′76	2′08	...	18′44	2nd ,,	
589′39	752′10	343′61	416′80	430′27	426′47		509′79	592′11	286′71	240′98	117′48	542′72	1st half	137b
574′56	666′14	351′04	393′33	336′70	504′30		423′85	594′75	247′60	135′71	103′96	492′35	2nd ,,	
1′74	2′08	1′30	0′78	1′38	1′24		1′43	1′40	1′10	0′68	0′65	1′58	1st half	131c
1′60	2′14	1′29	1′08	1′31	1′12		1′27	1′77	1′20	0′63	0′58	1′93	2nd ,,	
2′82	7′16	2′75	2′04	3′82	2′97		2′86	4′77	2′71	0′64	4′03	4′74	1st half	132c
2′84	5′81	2′62	2′06	2′67	3′60		2′32	5′47	2′28	2′92	3′86	6′75	2nd ,,	
0′75	1′11	0′29	0′15	0′72	0′42		0′56	0′66	0′59	0′28	0′17	2′02	1st half	133c
0′58	0′61	0′40	0′18	0′56	0′76		0′72	0′82	0′96	0′21	...	2′48	2nd ,,	
...	0′11	0′05	...	...	...		...	0′04	0′43	...	...	...	1st half	134c
...	...	0′02	...	...	...		...	0′02	0′01	...	...	...	2nd ,,	
0′75	0′37	0′36	0′39	0′61	0′27		0′61	0′46	0′37	0′46	0′42	0′91	1st half	135c
0′68	0′46	0′46	0′38	0′40	0′37		0′47	0′62	0′38	0′32	0′11	1′21	2nd ,,	
1′36	1′02	0′47	0′37	0′63	0′10		0′94	0′70	0′46	0′41	0′01	0′80	1st half	136c
1′43	1′11	0′92	0′59	0′43	—0′20		0′38	0′81	0′52	0′10	...	0′51	2nd ,,	
7′62	11′85	5′22	3′64	7′16	5′00		6′60	8′03	5′66	5′47	5′28	10′05	1st half	137c
7′33	10′13	5′70	4′89	5′37	5′65		5′16	9′51	5′35	4′18	4′55	12′88	2nd ,,	
0′37	0′39	0′39	0′21	0′48	0′49		0′51	0′40	0′38	0′24	0′27	0′60	1st half	131d
0′35	0′40	0′43	0′33	0′47	0′43		0′46	0′59	0′44	0′24	0′25	0′77	2nd ,,	
0′60	1′30	0′82	0′56	1′35	1′16		1′01	1′37	0′92	2′31	1′65	1′80	1st half	132d
0′62	1′10	0′88	0′80	0′97	1′38		0′85	1′85	0′83	1′10	1′67	2′71	2nd ,,	
0′16	0′20	0′09	0′05	0′15	0′16		0′28	0′19	0′20	0′10	0′07	0′76	1st half	133d
0′13	0′12	0′14	0′05	0′20	0′29		0′26	0′27	0′34	0′08	...	1′00	2nd ,,	
...	0′02	0′01	...	...	...		...	0′01	0′15	...	...	...	1st half	134d
...	...	0′01	...	...	...		...	0′01	0′01	...	...	...	2nd ,,	
0′16	0′06	0′11	0′08	0′22	0′10		0′22	0′14	0′13	0′16	0′17	0′45	1st half	135d
0′19	0′09	0′15	0′12	0′15	0′14		0′17	0′21	0′14	0′12	0′05	0′49	2nd ,,	
0′34	0′18	0′13	0′17	0′23	0′04		0′33	0′20	0′15	0′14	...	0′30	1st half	136d
0′31	0′21	0′31	0′17	0′15	—0′07		0′14	0′27	0′19	0′04	...	0′21	2nd ,,	
1′63	2′15	1′55	1′01	2′53	1′95		2′35	2′31	1′93	2′95	2′16	3′81	1st half	137d
1′60	1′92	1′92	1′47	1′94	2′17		1′88	3′20	1′95	1′58	1′97	5′18	2nd ,,	

(c) Including the Pálanpor-Deesa and the Gaekwar's Mehsána railways.
(d) Rajputana-Malwa railway only.
(e) Southern Mahratta railway only.
(f) The line having been only recently opened for traffic, reliable statistics are not available.

APPENDIX

STATISTICS OF INDIAN

WORKING

Half-years ended the 30th June and the 31st December 1895. TABLE B.—LOCOMOTIVE

Progressive number.	HEADINGS.	1895.	STATE LINES WORKED BY COMPANIES. I. East Indian railway system.	II. Bengal-Nagpur.	III. Indian Midland railway system.	STATE LINES WORKED BY THE STATE. XII. North Western (state) railway system, excluding military lines.	XIV. Oudh and Rohilkhand (state).	XV. Eastern Bengal (state).	XVIII. East Coast (state).	LINES WORKED BY TERD COM XXIV. Great Indian Peninsula railway system.	XXV. Bombay, Baroda and Central India. (a)
†	Average price of fuel per ton in terms of coal† . . . R	1st half	2·22	4·11	3·51	3·04	3·63	6·67	9·73	11·67	13·53
		2nd ,,	2·30	4·00	3·50	14·77	8·98	8·06	8·35	11·53	15·84
	wood . . ,,	1st half	...	...	...	...	...	...	...	...	...
		2nd ,,	...	...	...	...	...	...	...	...	...
	PER TOTAL TRAIN-MILE.										
138a	General superintendence (including office expenses) . . . . . Annas	1st half	0·61	1·07	1·09	0·76	0·55	0·57	2·03	0·66	0·68
		2nd ,,	0·66	1·35	1·19	0·85	0·70	0·41	1·70	0·75	0·87
139a	Running expenses . . . . ,,	1st half	1·92	2·15	2·40	2·06	0·85	1·76	2·67	2·77	2·76
		2nd ,,	1·88	2·21	2·27	2·27	1·01	1·50	2·37	2·95	2·80
140a	Fuel† . . . . . ,,	1st half	0·90	1·45	3·41	3·42	2·98	2·31	4·47	3·67	6·59
		2nd ,,	0·93	1·33	3·33	4·70	2·59	2·61	3·71	3·67	6·43
141a	Water . . . . . ,,	1st half	0·09	0·21	0·32	0·15	0·09	0·13	0·21	0·26	0·37
		2nd ,,	0·09	0·23	0·29	0·21	0·17	0·13	0·20	0·28	0·46
142a	Oil, tallow and other stores . . ,,	1st half	0·32	0·34	0·44	0·31	0·27	0·26	0·27	0·29	0·37
		2nd ,,	0·31	0·36	0·44	0·31	0·32	0·27	0·35	0·29	0·43
143a	Maintenance and renewal of locomotives . . . . . ,,	1st half	1·84	1·66	2·10	1·92	1·10	2·05	3·02	2·64	2·83
		2nd ,,	1·62	1·73	2·15	2·62	1·06	0·87	2·66	3·22	3·09
143A (a)	Maintenance and renewal of machinery, tools and plant . . ,,	1st half	0·12	0·27	0·13	0·22	0·15	0·22	0·31	0·13	0·32
		2nd ,,	0·12	0·27	0·16	0·25	0·16	0·15	0·25	0·15	0·31
144a	Other charges (net) . . . . ,,	1st half	0·98	1·57	1·24	1·13	1·21	0·14	2·75	2·57	1·95
		2nd ,,	1·11	1·39	0·93	1·16	1·14	0·20	0·09	3·12	2·52
145a	Total locomotive expenses . . ,,	1st half	6·78	8·72	11·13	11·07	7·20	7·14	16·23	12·99	15·87
		2nd ,,	6·72	9·17	10·76	12·37	7·09	6·14	11·03	14·43	16·91
†	Fuel consumed in terms of coal† . . lbs.	1st half	56·89	49·55	50·17	47·55	43·37	48·60	64·34	44·04	59·43
		2nd ,,	56·53	46·46	49·00	44·51	40·35	45·35	53·79	44·48	56·80
	wood . . ,,	1st half	...	...	...	...	...	...	...	...	...
		2nd ,,	...	...	...	...	...	...	...	...	...
	PER ENGINE-MILE.										
138b	General superintendence (including office expenses) . . . . Annas	1st half	0·80	0·96	1·00	0·67	0·47	0·44	1·72	0·58	0·58
		2nd ,,	0·55	1·21	1·07	0·75	0·59	0·32	1·49	0·65	0·76
139b	Running expenses . . . . ,,	1st half	1·59	1·94	2·18	1·82	0·73	1·34	2·26	2·46	2·36
		2nd ,,	1·58	1·98	2·02	2·00	0·85	1·16	2·06	2·59	2·43
140b	Fuel† . . . . . ,,	1st half	0·75	1·31	3·10	4·80	2·55	1·76	3·79	3·25	5·61
		2nd ,,	0·78	1·20	2·97	4·15	2·17	2·02	2·80	3·22	5·58
141b	Water . . . . . ,,	1st half	0·08	0·19	0·29	0·14	0·08	0·10	0·18	0·23	0·32
		2nd ,,	0·08	0·20	0·26	0·18	0·09	0·11	0·18	0·24	0·40
142b	Oil, tallow and other stores . . ,,	1st half	0·26	0·30	0·40	0·27	0·23	0·20	0·66	0·26	0·31
		2nd ,,	0·26	0·32	0·39	0·27	0·27	0·21	0·48	0·25	0·37
143b	Maintenance and renewal of locomotives . . . . . ,,	1st half	1·53	1·50	1·91	1·70	0·94	1·56	2·56	2·34	2·41
		2nd ,,	1·37	1·55	1·92	2·31	0·89	0·67	2·33	2·83	2·69
143A (a)	Maintenance and renewal of machinery, tools and plant . . ,,	1st half	0·10	0·25	0·12	0·20	0·13	0·16	0·26	0·12	0·27
		2nd ,,	0·10	0·51	0·14	0·23	0·14	0·12	0·22	0·13	0·27
144b	Other charges (net) . . . . ,,	1st half	0·82	1·41	1·13	1·00	1·03	0·11	2·33	2·28	1·66
		2nd ,,	0·94	1·25	0·83	1·03	0·95	0·15	0·08	2·73	2·19
145b	Total locomotive expenses . . ,,	1st half	5·63	7·86	10·13	10·60	6·16	5·67	13·76	11·32	13·32
		2nd ,,	5·66	8·22	9·60	10·92	5·95	4·76	9·04	12·65	14·69
†	Fuel consumed in terms of coal† . . lbs.	1st half	47·32	44·73	45·64	42·14	37·12	37·03	54·54	39·07	50·61
		2nd ,,	47·62	41·63	43·72	39·29	33·87	35·13	47·00	38·99	49·33
	wood . . ,,	1st half	...	...	...	...	...	...	...	...	...
		2nd ,,	...	...	...	...	...	...	...	...	...

† The standard used is Kothurbaree coal, except in the case of the Nizam's Guaranteed State railway, which uses Singareni coal.
(a) Including the Gaekwar's Petlad railway.

A—*continued.*

RAILWAYS—(Part II)—*continued.*

EXPENSES—*continued.*

EXPENSES. Half-years ended the 30th June and the 31st December 1895.

GE.		METRE GAUGE.												
RAN-FANIES.	LINE OWNED BY NATIVE STATE AND WORKED BY COMPANY.	STATE LINES WORKED BY COMPANIES.					STATE LINES WORKED BY THE STATE.		ASSISTED COMPANY.	LINES OWNED AND WORKED BY NATIVE STATES.			1895.	Progressive number.
XXVI.	XXXVI.	XLIII.	XLV.	XLVII	L.	LII	LIII.	LIV.	LVIII.	LXVII.		LXIX.		
Madras railway system.	The Nizam's Guaranteed State railway system.	Bengal and North-Western railway system.	Rajputana-Malwa. (*b*)	South Indian Mahratta railway system.	South Indian railway system.	Assam-Bengal. (*c*)	Eastern Bengal (state), including the Kaunia-Dhamla (2'6" gauge) branch.	Burma (state).	Rohilkund and Kumaon railway system.	Jodhpore section.	Bikaneer section.	Junagarh-Porbandar railway system.		
14·16	4·61	6·16	17·54	10·80	18·10		7·57	15·85	...	21·47	21·13	17·74	1st half	
14·67	4·72	7·39	15·73	9·87	19·13		7·87	15·66	...	21·81	21·81	17·18	2nd ,,	†
...	...	...	...	...	...		...	...	3·98	...	...	...	1st half	
...	...	...	...	...	...		...	...	4·04	...	...	...	2nd ,,	
0·83	1·17	0·54	0·75	0·81	0·58		0·70	1·66	0·80	0·48	0·48	0·39	1st half	
0·82	1·16	0·57	1·00	0·86	0·62		0·69	1·16	0·83	0·55	0·54	1·12	2nd ,,	138*a*
2·23	1·99	1·02	1·73	1·39	1·51		1·09	2·31	0·89	0·88	0·88	1·57	1st half	
2·23	2·04	1·05	2·00	1·39	1·57		1·06	2·34	0·86	0·86	0·84	1·74	2nd ,,	139*a*
4·72	1·96	1·32	4·37	2·43	3·74		1·67	3·85	2·47	4·42	4·25	3·66	1st half	
5·13	2·06	1·44	3·80	2·40	3·98		1·73	3·78	2·54	4·31	4·13	3·80	2nd ,,	140*a*
0·16	0·36	0·11	0·15	0·20	0·15		0·10	0·30	0·13	0·28	0·32	0·11	1st half	
0·16	0·38	0·13	0·21	0·18	0·17		0·10	0·29	0·15	0·28	0·31	0·17	2nd ,,	141*a*
0·21	0·33	0·18	0·13	0·19	0·13		0·18	0·38	0·23	0·30	0·30	0·22	1st half	
0·24	0·27	0·17	0·20	0·16	0·29		0·17	0·41	0·23	0·39	0·39	0·21	2nd ,,	142*a*
3·48	1·80	0·71	1·44	2·24	1·87		0·81	1·38	1·07	1·46	1·41	0·95	1st half	
3·21	2·46	0·78	2·12	1·87	1·77		0·82	1·97	1·12	1·08	1·07	1·89	2nd ,,	143*a*
0·08	0·32	0·03	0·12	0·31	0·02		0·14	0·22	0·07	0·01	0·01	0·05	1st half	
0·08	0·50	0·04	0·15	0·29	0·02		0·12	0·23	0·09	0·16	0·15	0·08	2nd ,,	143*a* (*a*)
1·29	1·43	0·42	1·16	0·95	0·46		0·75	0·60	0·57	0·43	0·41	0·09	1st half	
1·06	1·34	0·27	0·96	1·48	0·66		0·54	0·46	0·57	0·18	0·18	0·45	2nd ,,	144*a*
13·00	9·36	4·33	9·85	8·53	8·64		5·44	10·10	6·23	8·26	8·06	7·44	1st half	
12·93	10·41	4·45	10·56	8·03	9·08		5·23	10·64	6·19	7·81	7·61	9·46	2nd ,,	145*a*
46·68	59·62	29·96	34·84	33·78	28·90		30·79	33·98	...	28·82	28·18	28·90	1st half	
48·97	60·73	27·36	34·36	34·00	29·13		30·71	33·81	...	27·67	26·54	30·94	2nd ,,	†
...	...	...	...	...	...		...	...	86·99	...	...	...	1st half	
...	...	...	...	...	...		...	...	81·00	...	...	...	2nd ,,	
0·71	1·01	0·45	0·66	0·75	0·30		0·56	0·90	0·63	0·45	0·47	0·73	1st half	
0·70	0·99	0·48	0·92	0·79	0·52		0·57	0·99	0·71	0·52	0·52	1·04	2nd ,,	138*b*
1·89	1·71	0·85	1·52	1·28	1·28		0·88	1·96	0·71	0·82	0·86	1·48	1st half	
1·89	1·73	0·88	1·73	1·29	1·34		0·87	2·00	0·73	0·80	0·82	1·61	2nd ,,	139*b*
4·01	1·68	1·10	3·85	2·25	3·17		1·35	3·26	1·96	4·14	4·13	3·38	1st half	
4·35	1·78	1·21	3·34	2·21	3·39		1·41	3·23	1·98	4·04	4·04	3·32	2nd ,,	140*b*
0·14	0·31	0·09	0·14	0·19	0·13		0·09	0·25	0·11	0·26	0·31	0·10	1st half	
0·14	0·33	0·11	0·18	0·16	0·15		0·08	0·25	0·13	0·26	0·30	0·16	2nd ,,	141*b*
0·18	0·28	0·15	0·12	0·18	0·26		0·15	0·32	0·18	0·28	0·29	0·20	1st half	
0·20	0·23	0·14	0·17	0·15	0·23		0·14	0·35	0·19	0·29	0·28	0·19	2nd ,,	142*b*
2·96	1·53	0·59	1·28	2·06	1·58		0·66	1·18	0·88	1·37	1·37	0·88	1st half	
2·72	2·11	0·66	1·84	1·73	1·51		0·68	1·58	0·94	1·02	1·04	1·75	2nd ,,	143*b*
0·07	0·27	0·03	0·10	0·29	0·02		0·11	0·19	0·04	0·01	0·01	0·05	1st half	
0·07	0·43	0·03	0·13	0·27	0·02		0·09	0·20	0·07	0·14	0·15	0·08	2nd ,,	143*b* (*b*)
1·10	1·23	0·35	1·02	0·88	0·38		0·61	0·50	0·45	0·40	0·40	0·08	1st half	
0·89	1·32	0·22	0·83	1·37	0·37		0·45	0·39	0·49	0·17	0·18	0·42	2nd ,,	144*b*
11·06	8·02	3·61	8·69	7·88	7·32		4·41	8·36	4·96	7·73	7·83	6·87	1st half	
10·96	8·92	3·73	9·14	7·97	7·25		4·29	9·09	5·24	7·32	7·43	8·77	2nd ,,	145*b*
39·71	51·07	24·96	30·74	31·18	24·49		24·93	28·81	...	26·07	27·40	26·67	1st half	
41·51	52·74	22·96	29·73	31·42	24·83		25·20	28·87	...	25·94	25·93	28·67	2nd ,,	†
...	...	...	...	...	...		...	...	69·15	...	...	...	1st half	
...	...	...	...	...	...		...	...	68·55	...	...	...	2nd ,,	

(*b*) Including the Pálanpur-Deesa, the Gaekwar's Mehsána and the Oodeypore-Chitor railways.
(*c*) The line having been only recently opened for traffic, reliable statistics are not available.

APPENDIX

STATISTICS OF INDIAN WORKING

Half-years ended the 30th June and the 31st December 1895.

TABLE B.—LOCOMOTIVE STANI

Progressive number.	Headings.	1895.	STATE LINES WORKED BY COMPANIES. I. East Indian railway system.	II. Bengal-Nágpur.	III. Indian Midland railway system.	STATE LINES WORKED BY THE STATE. XII. North Western state railway system, excluding military lines.	XIV. South and Rohilkhand (state).	XV. Eastern Bengal (state).	XVIII. East Coast (state).	LINES WORKED BY GUARANTEED COM- XXIV. Great Indian Peninsula railway system.	XXV. Bombay, Baroda and Central India. (b)
	PER 1,000 GROSS TON-MILES.										
138c	General superintendence (including office expenses) . . . . . R	1st half	0·10	0·17	0·22	0·13	0·10	0·13	0·39	0·14	0·10
		2nd ,,	0·11	0·25	0·25	0·16	0·14	0·08	0·57	0·18	0·16
139c	Running expenses . . . . . ,,	1st half	0·32	0·33	0·47	0·37	0·26	0·39	0·57	0·60	0·42
		2nd ,,	0·33	0·40	0·47	0·42	0·31	0·29	0·52	0·70	0·52
140c	Fuel† . . . . . ,,	1st half	0·15	0·23	0·67	0·96	0·57	0·52	0·86	0·80	0·99
		2nd ,,	0·16	0·24	0·69	0·87	0·53	0·51	0·72	0·83	1·18
141c	Water . . . . . ,,	1st half	0·02	0·03	0·06	0·03	0·02	0·03	0·04	0·06	0·06
		2nd ,,	0·03	0·04	0·06	0·04	0·02	0·03	0·05	0·06	0·08
142c	Oil, tallow and other stores . . . ,,	1st half	0·03	0·03	0·09	0·06	0·03	0·06	0·15	0·06	0·05
		2nd ,,	0·03	0·06	0·09	0·06	0·06	0·05	0·12	0·07	0·08
143c	Maintenance and renewal of locomotives . . . . . ,,	1st half	0·31	0·25	0·41	0·34	0·20	0·45	0·58	0·57	0·43
		2nd ,,	0·38	0·32	0·44	0·48	0·22	0·17	0·60	0·76	0·37
143A (c)	Maintenance and renewal of machinery, tools and plant . . . ,,	1st half	0·02	0·04	0·03	0·04	0·03	0·05	0·06	0·03	0·05
		2nd ,,	0·02	0·10	0·03	0·05	0·03	0·03	0·06	0·04	0·06
144c	Other charges (net) . . . . . ,,	1st half	0·16	0·24	0·24	0·20	0·25	0·03	0·53	0·56	0·29
		2nd ,,	0·19	0·26	0·19	0·21	0·23	0·04	0·02	0·73	0·46
145c	Total locomotive expenses . . . ,,	1st half	1·13	1·54	2·19	2·13	1·36	1·66	3·13	2·82	2·39
		2nd ,,	1·16	1·67	2·22	2·29	1·44	1·20	2·46	3·40	3·11
†	Fuel consumed in terms of { coal* . . . lbs.	1st half	151·79	122·30	158·13	135·42	131·48	174·00	196·57	152·84	143·22
		2nd ,,	156·46	135·43	161·78	132·07	131·38	141·21	191·84	167·76	167·51
	wood . . . ,,	1st half	...	...	...	...	...	...	...	...	...
		2nd ,,	...	...	...	...	...	...	...	...	...
	PER TOTAL TRAIN-MILE.									Table C.—Carriage and	
146a	General superintendence (including office expenses) . . . Annas	1st half	0·14	0·22	0·43	0·16	0·14	0·42	0·52	0·21	0·26
		2nd ,,	0·15	0·27	0·46	0·24	0·17	0·28	0·43	0·25	0·35
147a	Repairs and renewals of coaching vehicles . . . . . ,,	1st half	0·51	0·37	1·18	0·61	0·63	1·66	0·17	0·82	0·71
		2nd ,,	0·43	0·45	1·14	0·85	0·37	0·57	0·28	1·05	1·27
148a	Repairs and renewals of goods vehicles ,,	1st half	1·37	1·57	0·87	1·24	2·25	1·65	0·13	0·93	1·08
		2nd ,,	1·20	1·12	0·82	1·74	2·81	0·59	0·32	1·04	1·47
148A (a)	Repairs and renewals of machinery, tools and plant . . . . ,,	1st half	0·07	0·02	0·08	0·03	0·06	0·01	0·25	0·06	0·18
		2nd ,,	0·07	0·05	0·11	0·04	0·05	0·01	0·08	0·06	0·21
149a	Cleaning and oiling . . . . . ,,	1st half	0·13	0·26	0·32	0·36	0·24	0·22	0·40	0·35	0·27
		2nd ,,	0·14	0·57	0·35	0·42	0·34	0·23	0·38	0·37	0·34
150a	Other charges (net) . . . . . ,,	1st half	0·01	0·06	0·01	0·03	0·02	0·02	0·13	0·34	0·48
		2nd ,,	0·01	0·11	0·01	0·06	...	0·03	...	0·46	0·63
151a	Total carriage and wagon expenses ,,	1st half	2·23	2·70	2·89	2·45	3·34	4·00	1·60	2·71	2·98
		2nd ,,	2·00	2·57	2·89	3·35	3·74	1·73	1·49	3·23	4·27
	PER 1,000 VEHICLE MILES RUN BY HOME VEHICLES.										
146b	General superintendence (including office expenses) . . . . . R	1st half	0·34	0·32	1·18	0·40	0·36	1·26	1·71	0·73	0·58
		2nd ,,	0·38	0·52	1·27	0·64	0·48	0·72	1·80	0·88	0·95
147b	Repairs and renewals of coaching vehicles (a) . . . . . ,,	1st half	4·23	3·47	9·05	5·93	5·57	11·25	1·33	9·01	6·77
		2nd ,,	3·34	3·07	7·55	7·01	2·53	4·77	2·47	9·35	9·44
148b	Repairs and renewals of goods vehicles (a) . . . . . ,,	1st half	4·78	2·76	3·72	4·11	8·12	9·08	0·77	4·66	3·19
		2nd ,,	4·43	2·97	3·85	6·75	13·14	2·21	2·52	6·18	6·18
148A (b)	Repairs and renewals of machinery, tools and plant . . . . ,,	1st half	0·17	0·03	0·23	0·08	0·14	0·05	0·84	0·19	0·41
		2nd ,,	0·18	0·09	0·30	0·11	0·14	0·02	0·34	0·22	0·55
149b	Cleaning and oiling . . . . . ,,	1st half	0·33	0·68	0·88	0·88	0·61	0·74	1·33	1·20	0·61
		2nd ,,	0·37	1·08	0·94	1·10	0·93	0·64	1·00	1·34	0·91
150b	Other charges (net) . . . . . ,,	1st half	0·04	0·08	0·02	0·13	0·06	0·06	0·45	1·15	1·08
		2nd ,,	0·02	0·20	0·02	0·15	0·01	0·07	...	1·64	1·70
151b	Total carriage and wagon expenses ,,	1st half	5·50	3·99	7·94	6·06	8·55	12·16	5·34	9·09	6·71
		2nd ,,	5·02	4·89	7·91	8·85	10·43	4·45	6·30	11·53	11·48

(a) These two items are calculated respectively upon the coaching and goods vehicle mileage
(b) Including th
(c) Including the Palanpur-Deesa, th
(d) The line having been only recently opened for traffic.
* The standard used is Kuchurbaree coal, except in the case of

A—*continued.*

RAILWAYS—(Part II) —*continued.*

EXPENSES—*continued.*

EXPENSES—*concluded.* Half-years ended the 30th June and the 31st December 1895.

GE.		METRE GAUGE.													
RAN-PANIES.	L—NE OWNED BY NATIVE STATE AND WORKED BY COMPANY.	STATE LINES WORKED BY COMPANIES. *					STATE LINES WORKED BY THE STATE.		ASSISTED COM-PANY.	LINES OWNED AND WORKED BY NATIVE STATES.			1895.	Progressive number.
XXVI.	XXXVI.	XLIII.	XLV.	XLVII.	L.	LII.	LIII.	LIV.	LVIII.	LXVII.		LXIX.			
Madras railway system.	The Nizam's Guaranteed State railway system.	Bengal and North-Western railway system.	Raj-putana-Malwa. (c)	Southern Mahratta railway system.	South Indian railway system.	Assam-Bengal. (d)	Eastern Bengal (state), including the Kaunia-Dhar-ka (2'6" gauge) branch.	Burma (state).	Rohil-kund and Kumaon railway system.	Jodhpore section.	Bikaneer section.	Bhávnagar-Gondal-Junagarh-Porbandar railway system.		
0·18	0·21	0·16	0·21	0·20	0·23		0·25	0·31	0·28	0·17	0·19	0·30	1st half	138c
0·18	0·22	0·19	0·32	0·31	0·24		0·25	0·30	0·30	0·21	0·23	0·45	2nd ,,	
0·48	0·36	0·30	0·48	0·49	0·59		0·39	0·66	0·30	0·30	0·36	0·59	1st half	139c
0·49	0·38	0·35	0·61	0·50	0·60		0·39	0·79	0·32	0·32	0·36	0·70	2nd ,,	
1·01	0·36	0·39	1·21	0·86	1·46		0·59	1·11	0·84	1·54	1·74	1·39	1st half	140c
1·12	0·39	0·49	1·16	0·86	1·53		0·63	1·27	0·85	1·63	1·79	1·53	2nd ,,	
0·03	0·07	0·03	0·04	0·07	0·06		0·04	0·09	0·05	0·10	0·13	0·05	1st half	141c
0·04	0·07	0·04	0·06	0·06	0·07		0·04	0·10	0·05	0·10	0·13	0·07	2nd ,,	
0·05	0·06	0·05	0·04	0·07	0·12		0·06	0·11	0·08	0·10	0·12	0·08	1st half	142c
0·05	0·05	0·06	0·06	0·06	0·11		0·06	0·14	0·08	0·15	0·17	0·09	2nd ,,	
0·74	0·32	0·21	0·40	0·79	0·73		0·29	0·40	0·37	0·51	0·58	0·36	1st half	143c
0·70	0·47	0·26	0·64	0·68	0·68		0·30	0·66	0·41	0·41	0·46	0·76	2nd ,,	
0·01	0·06	0·01	0·04	0·11	...		0·04	0·06	0·02	...	...	0·02	1st half	143A (e)
0·02	0·09	0·02	0·04	0·11	...		0·04	0·08	0·03	0·06	0·07	0·03	2nd ,,	
0·28	0·26	0·13	0·32	0·34	0·18		0·27	0·17	0·19	0·15	0·17	0·03	1st half	144c
0·23	0·30	0·09	0·29	0·53	0·26		0·20	0·16	0·21	0·07	0·08	0·18	2nd ,,	
2·78	1·70	1·28	2·74	3·02	3·37		1·93	2·91	2·13	2·87	3·29	2·82	1st half	145c
2·83	1·97	1·50	3·18	3·11	3·49		1·91	3·59	2·25	2·93	3·29	3·81	2nd ,,	
159·55	173·18	149·64	155·11	191·06	180·40		175·08	156·41	...	160·41	184·23	175·29	1st half	†
171·53	184·35	147·17	165·49	199·25	178·85		179·30	182·32	...	167·40	183·94	199·11	2nd ,,	
...	...	...	...	...	...		...	...	475·64	...	...	...	1st half	
...	...	...	...	...	...		...	...	471·82	...	...	...	2nd ,,	
Wagon Expenses.														
0·28	0·34	0·19	0·18	0·26	0·29		0·30	0·31	0·24	0·09	0·09	0·27	1st half	146a
0·27	0·36	0·20	0·27	0·25	0·20		0·34	0·35	0·35	0·14	0·14	0·37	2nd ,,	
0·72	0·92	0·30	0·61	0·82	1·04		0·58	0·75	0·42	0·69	0·68	0·48	1st half	147a
0·83	1·21	0·34	0·77	0·69	1·48		0·53	1·00	0·37	1·22	2·02	0·52	2nd ,,	
2·02	0·94	0·46	0·86	0·85	1·35		0·46	0·80	0·58	0·64	0·63	0·30	1st half	148a
1·75	1·09	0·91	1·48	0·73	0·86		0·42	1·21	1·16	1·09	1·08	0·69	2nd ,,	
0·06	0·04	0·01	0·01	0·03	...		0·02	0·05	0·03	...	...	0·02	1st half	148A (e)
0·06	0·05	0·03	0·02	0·04	...		0·03	0·03	0·03	...	...	0·04	2nd ,,	
0·38	0·28	0·16	0·26	0·19	0·22		0·19	0·42	0·28	0·25	0·23	0·18	1st half	149a
0·37	0·40	0·16	0·40	0·19	0·21		0·19	0·44	0·31	0·24	0·23	0·26	2nd ,,	
0·38	0·08	0·02	0·08	—0·01	0·02		0·03	0·02	0·03	0·01	...	0·02	1st half	150a
0·38	0·06	0·01	0·13	0·01	0·01		0·01	0·18	0·01	0·02	0·07	0·01	2nd ,,	
3·84	2·60	1·14	2·00	2·14	2·92		1·58	2·35	1·58	1·68	1·63	1·27	1st half	151a
3·66	3·77	1·65	3·07	1·91	2·76		1·52	3·21	2·23	2·72 *	3·48	1·89	2nd ,,	
0·85	1·00	0·42	0·45	0·81	1·02		0·76	0·74	0·60	0·26	0·36	0·75	1st half	146b
0·84	1·16	0·50	0·70	0·76	0·72		0·85	0·98	0·95	0·43	0·54	1·18	2nd ,,	
6·39	9·15	2·00	6·17	7·49	7·88		3·77	4·72	2·98	4·15	4·49	3·64	1st half	147b
7·14	11·30	2·08	5·19	6·26	11·50		3·76	6·21	2·59	7·16	13·42	3·11	2nd ,,	
9·45	3·89	1·55	3·03	3·04	8·86		1·78	3·09	2·15	3·56	6·21	1·34	1st half	148b
8·23	8·66	3·83	6·22	3·39	5·47		1·63	6·00	5·36	6·91	10·19	4·63	2nd ,,	
0·17	0·13	0·02	0·02	0·08	...		0·07	0·11	0·06	0·01	0·01	0·07	1st half	148A (e)
0·17	0·17	0·07	0·03	0·13	...		0·07	0·09	0·06	...	...	0·13	2nd ,,	
1·18	0·81	0·37	0·68	0·59	0·78		0·45	1·01	0·67	0·71	0·92	0·50	1st half	149b
1·14	1·31	0·41	1·05	0·59	0·73		0·48	1·23	0·63	0·73	0·91	0·81	2nd ,,	
1·16	0·24	0·03	0·22	—0·03	0·06		0·08	0·05	0·05	0·03	0·01	0·05	1st half	150b
1·13	0·21	0·02	0·33	0·04	0·03		0·03	0·47	0·01	0·05	0·04	0·03	2nd ,,	
11·74	7·60	2·36	5·22	6·59	10·26		3·89	5·62	3·80	4·85	6·48	3·56	1st half	151b
11·13	12·45	4·10	7·94	5·89	9·67		3·83	8·86	5·94	8·25	13·57	5·98	2nd ,,	

all other items in the table being calculated upon the aggregate of both coaching and goods vehicle mileages.
Gaekwar's Baroda railway.
Gaekwar's Mehsana and the Oodeypore-Chitor railways.
reliable statistics can not be supplied.

APPENDIX

STATISTICS OF INDIAN RAILWAYS

Half-years ended the 30th June and the 31st December 1895. TABLE D.—

Progressive number.	HEADINGS.		1895.	STATE LINES WORKED BY COMPANIES. I. East Indian railway system.	STATE LINES WORKED BY COMPANIES. II. Bengal-Nagpur.	STATE LINES WORKED BY COMPANIES. III. Indian Midland railway system.	STATE LINES WORKED BY THE STATE. XII. North Western (state) railway system, excluding military lines.	STATE LINES WORKED BY THE STATE. XIV. Oudh and Rohilkhand (state).	STATE LINES WORKED BY THE STATE. XV. Eastern Bengal (state).	STATE LINES WORKED BY THE STATE. XVIII. East Coast (state).	STAN... LINES WOR... GUARANTEED CO... XXIV. Great Indian Peninsula railway system.	STAN... LINES WOR... GUARANTEED CO... XXV. Bombay, Baroda and Central India. (a)
	PER TOTAL TRAIN-MILE.											
1520	General superintendence (including office expenses)	Annas	1st half	0·54	0·92	1·06	0·56	0·52	0·80	1·65	0·53	0·60
			2nd ,,	0·59	1·25	1·05	0·68	0·65	0·67	1·37	0·60	0·74
1530	Station staff	,,	1st half	2·23	2·14	2·25	1·97	1·81	4·82	2·90	2·21	2·97
			2nd ,,	2·20	2·30	2·16	2·28	2·23	4·73	1·99	2·49	3·43
1540	Train staff	,,	1st half	0·93	0·63	0·74	0·84	0·70	0·69	0·61	1·41	0·57
			2nd ,,	0·99	0·71	0·70	0·94	0·80	0·65	0·54	1·43	0·64
1550	Fuel, lighting, water and general stores	,,	1st half	0·34	0·66	0·60	0·44	0·39	0·70	0·43	0·47	0·55
			2nd ,,	0·38	0·47	0·57	0·48	0·60	0·60	0·23	0·50	0·99
1560	Clothing	,,	1st half	0·06	0·01	0·03	0·07	0·05	0·08	0·14	0·02	0·10
			2nd ,,	0·03	0·03	0·02	0·09	0·11	0·05	0·03	0·09	0·14
1570	Printing, stationery and tickets	,,	1st half	0·13	0·51	0·32	0·17	0·21	0·25	0·40	0·22	0·43
			2nd ,,	0·17	0·35	0·40	0·19	0·23	0·25	0·40	0·23	0·41
1580	Charges for delivery and collection of goods, etc.	,,	1st half	0·01	...	...	...	0·01	0·07	...	0·02	0·05
			2nd ,,	0·01	0·01	...	...	0·01	0·12	...	0·02	0·06
1590	Miscellaneous expenses	,,	1st half	0·06	0·01	0·01	0·01	...	0·08	0·01	0·01	0·01
			2nd ,,	0·09	0·02	0·02	0·01	...	0·03	0·01	0·04	0·01
1600	Payments to other lines	,,	1st half	0·06	0·38	0·49	0·08	0·16	...	0·16	0·05	0·22
			2nd ,,	0·07	0·52	0·52	0·10	0·25	...	0·07	0·07	0·25
1610	Other charges (net)	,,	1st half	0·01	0·02	0·01	0·03	0·01	0·02	0·01	0·16	—0·16
			2nd ,,	0·01	0·04	0·01	0·06	0·01	0·01	...	0·23	0·16
1620	Total traffic expenses	,,	1st half	4·37	5·28	5·51	4·17	3·86	7·51	6·31	5·10	5·34
			2nd ,,	4·54	5·70	5·45	4·83	4·89	7·11	4·64	5·70	6·83
	PER CENT. ON TRAFFIC EARNINGS. (*Abstracts H and I of Revenue Accounts.*)											
1520	General superintendence (including office expenses)†	Per cent.	1st half	0·68	1·23	1·86	0·87	0·93	1·27	3·56	0·82	0·51
			2nd ,,	0·80	2·46	1·99	1·12	1·26	0·87	3·88	1·05	0·81
1530	Station staff	,,	1st half	2·81	2·83	3·94	3·05	3·21	7·68	6·26	3·45	3·54
			2nd ,,	2·98	4·51	4·12	3·78	4·36	6·15	5·64	4·30	3·75
1540	Train staff	,,	1st half	1·18	0·85	1·29	1·30	1·24	1·09	1·32	2·19	0·49
			2nd ,,	1·35	1·40	1·33	1·57	1·84	1·33	1·33	2·50	0·70
1550	Fuel, lighting, water and general stores	,,	1st half	0·43	0·90	1·05	0·68	0·69	1·11	0·93	0·73	0·47
			2nd ,,	0·51	0·91	1·10	0·80	1·17	0·78	0·84	0·87	1·08
1560	Clothing	,,	1st half	0·08	0·02	0·05	0·10	0·09	0·12	0·31	0·03	0·09
			2nd ,,	0·04	0·06	0·04	0·15	0·22	0·06	0·09	0·16	0·15
1570	Printing, stationery and tickets	,,	1st half	0·17	0·69	0·58	0·27	0·37	0·41	0·86	0·34	0·37
			2nd ,,	0·23	0·69	0·77	0·32	0·44	0·33	1·12	0·41	0·45
1580	Charges for delivery and collection of goods, etc.	,,	1st half	0·01	...	...	...	0·02	0·11	...	0·03	0·04
			2nd ,,	0·02	0·01	0·01	...	0·02	0·16	...	0·04	0·06
1590	Miscellaneous expenses	,,	1st half	0·07	0·02	0·02	0·01	...	0·11	0·02	0·02	0·01
			2nd ,,	0·12	0·04	0·04	0·01	0·01	0·04	0·03	0·07	0·02
1600	Payments to other lines	,,	1st half	0·07	0·50	0·86	0·12	0·28	...	0·33	0·07	0·19
			2nd ,,	0·10	1·03	0·99	0·16	0·49	...	0·19	0·13	0·28
1610	Other charges (net)	,,	1st half	0·01	0·03	0·01	0·05	0·01	0·05	0·02	0·25	—0·13
			2nd ,,	0·01	0·07	0·02	0·11	0·02	0·01	0·01	0·40	0·17
1620	Total traffic expenses	,,	1st half	5·51	7·12	9·66	6·45	6·84	11·95	13·61	7·93	4·58
			2nd ,,	6·16	11·18	10·41	8·02	9·56	9·24	13·13	9·99	7·47
†	General superintendence per cent. on traffic earnings (including steam-boat)	Per cent.	1st half	0·68	1·23	1·86	0·87	0·93	1·30	3·46	0·82	0·51
			2nd ,,	0·79	2·46	1·99	1·12	1·26	0·87	3·81	1·05	0·81

(a) Including the Gaekwar's Petlád railway.

A—*continued.*

RAILWAYS—(Part II)—*continued.*

EXPENSES—*continued.*

TRAFFIC EXPENSES.

Half-years ended the 30th June and the 31st December 1895.

GE.		METRE GAUGE.											
ANIES.	LINE OWNED BY NATIVE STATE AND WORKED BY COMPANY.	STATE LINES WORKED BY COMPANIES.					STATE LINES WORKED BY THE STATE.		ASSISTED COMPANY.	LINES OWNED AND WORKED BY NATIVE STATES.			1895.	Progressive number.
XXVI. Madras railway system.	XXXVI. The Nizam's Guaranteed State railway system.	XLIII. Bengal and North-Western railway system.	XLV. Rajputana-Malwa. (*b*)	XLVII. Southern Mahratta railway system.	L. South Indian railway system.	LII Assam-Bengal. (*c*)	LIII. Eastern Bengal (state), including the Kaunia-Dhaikla (2′ 6″ gauge) branch.	LIV. Burma (state).	LVIII. Rohilkund and Kumaon railway system.	LXVII. Jodhpore-Bikaner. Jodhpore section.	LXVII. Jodhpore-Bikaner. Bikaner section.	LXIX. Bhávnagar-Gondal-Junágarh-Porbandar railway system.		
0·01	0·90	0·62	0·58	0·71	0·52		0·76	0·79	0·96	0·84	0·84	0·95	1st *half*	152*a*
0·90	0·92	0·76	0·80	0·71	0·48		0·76	0·84	0·83	0·79	0·78	1·40	2nd ,,	
2·37	2·10	1·48	1·70	2·04	1·36		2·52	2·97	1·46	1·37	1·55	2·53	1st half	153*a*
2·36	2·27	1·56	2·04	1·61	1·49		2·47	2·96	1·57	1·37	1·70	2·76	2nd ,,	
0·62	0·73	0·52	0·52	0·67	0·33		0·50	0·75	0·30	0·20	0·19	0·36	1st half	154*a*
0·62	0·77	0·52	0·65	0·55	0·32		0·47	0·76	0·36	0·20	0·20	0·41	2nd ,,	
0·49	0·54	0·43	0·23	0·61	0·54		0·32	0·61	0·45	0·30	0·27	0·72	1st half	155*a*
0·54	0·52	0·43	0·49	0·53	0·49		0·44	0·64	0·34	0·40	0·38	0·42	2nd ,,	
0·06	0·01	0·03	0·05	0·11	...		0·03	0·11	0·01	...	...	0·04	1st half	156*a*
0·07	0·08	0·08	0·03	0·12	0·09		0·02	0·18	0·02	...	...	0·08	2nd ,,	
0·53	0·33	0·30	0·21	0·25	0·48		0·22	0·24	0·40	0·31	0·26	0·37	1st half	157*a*
0·46	0·33	0·36	0·32	0·27	0·44		0·21	0·35	0·45	0·39	0·35	0·47	2nd ,,	
0·01	...	0·09	...	...	...		...	...	...	...	...	...	1st half	158*a*
0·01	...	0·13	...	...	...		...	...	...	...	...	...	2nd ,,	
0·03	0·03	0·02	0·01	0·04	0·02		0·05	0·03	0·06	...	...	0·13	1st half	159*a*
0·03	0·04	0·08	0·02	0·05	0·02		0·01	0·03	0·05	...	...	0·15	2nd ,,	
0·09	0·48	...	0·07	0·22	0·08		...	...	0·62	0·05	...	0·17	1st half	160*a*
0·09	0·45	...	0·14	0·20	0·08		...	...	0·32	0·05	...	0·22	2nd ,,	
0·26	...	0·52	0·01	0·02	—0·02		0·14	0·03	...	...	...	0·12	1st half	161*a*
0·07	...	0·18	0·01	0·01	0·02		0·19	0·03	...	...	...	0·02	2nd ,,	
5·37	5·12	4·01	3·38	4·20	3·51		4·55	5·53	4·46	3·07	3·11	5·39	1st half	162*a*
5·15	5·38	4·10	4·56	4·05	3·43		4·57	5·79	4·14	3·20	3·41	5·93	2nd ,,	
1·28	1·21	1·20	0·98	1·61	1·21		1·48	1·33	2·30	1·46	2·01	1·66	1st half	152*b*
1·32	1·41	1·89	1·40	1·83	1·17		1·42	1·83	2·36	1·74	2·14	2·68	2nd ,,	
3·32	2·84	2·86	2·88	3·81	3·63		3·02	5·00	3·32	2·36	3·72	4·39	1st half	153*b*
3·47	3·43	3·86	3·54	4·16	3·61		4·61	6·44	4·47	3·02	4·71	5·57	2nd ,,	
0·86	0·98	0·99	0·89	1·89	0·77		0·99	1·26	1·71	0·34	0·45	0·62	1st half	154*b*
0·91	1·17	1·39	1·13	1·48	0·76		0·88	1·60	1·69	0·44	0·55	0·79	2nd ,,	
0·69	0·73	0·82	0·40	1·40	1·25		0·64	1·04	1·09	0·53	0·66	1·24	1st half	155*b*
0·79	0·79	1·06	0·85	1·37	1·21		0·82	1·39	0·98	0·88	1·06	0·81	2nd ,,	
0·09	0·08	0·06	0·08	0·28	0·01		0·05	0·19	0·05	...	...	0·07	1st half	156*b*
0·11	0·38	0·20	0·15	0·32	0·23		0·03	0·37	0·03	...	...	0·14	2nd ,,	
0·74	0·45	0·38	0·37	0·57	1·12		0·44	0·49	0·97	0·53	0·62	0·65	1st half	157*b*
0·68	0·49	0·89	0·55	0·71	1·05		0·39	0·73	1·27	0·84	0·96	0·91	2nd ,,	
0·02	...	0·17	...	...	...		...	...	...	...	...	...	1st half	158*b*
0·02	...	0·32	...	...	...		...	...	...	0·01	...	...	2nd ,,	
0·04	0·04	0·05	0·02	0·10	0·05		0·11	0·05	0·14	...	0·01	0·22	1st half	159*b*
0·04	0·06	0·20	0·03	0·12	0·05		0·01	0·07	0·13	...	0·01	0·27	2nd ,,	
0·13	0·65	...	0·11	0·51	0·19		...	...	1·59	0·08	...	0·30	1st half	160*b*
0·13	0·67	...	0·24	0·51	0·22		...	...	0·92	0·19	...	0·42	2nd ,,	
0·36	...	1·09	0·01	0·03	—0·05		0·28	0·05	...	...	...	0·20	1st half	161*b*
0·11	...	0·44	0·01	0·02	0·04		0·35	0·08	...	...	...	0·05	2nd ,,	
7·53	6·91	7·13	5·74	9·57	8·18		9·01	9·32	10·75	5·30	7·48	9·35	1st half	162*b*
7·58	8·15	10·16	7·90	10·46	8·33		8·51	12·59	11·78	7·03	9·43	11·34	2nd ,,	
1·28	1·21	1·11	0·98	1·61	1·21		1·40	1·33	2·30	1·46	2·01	1·66	1st half	†
1·32	1·41	1·73	1·40	1·83	1·17		1·30	1·81	2·36	1·74	2·14	2·68	2nd ,,	

(*b*) Including the Pálanpur-Deesa, the Gaekwar's Mehsána and the Oodeypore-Chitor railways.
(*c*) The line having been only recently opened for traffic, reliable statistics are not available.

APPENDIX

STATISTICS OF INDIAN RAILWAYS WORKING

TABLE E.—GENERAL

Half-years ended the 30th June and the 31st December 1895.

STANDARD GAUGE

Progressive number.	HEADINGS.	1895.	STATE LINES WORKED BY COMPANIES. I. East Indian railway system.	II. Bengal-Nagpur.	III. Indian Midland railway system.	STATE LINES WORKED BY THE STATE. XII. North Western (state railway system, excluding military lines.	XIV. Oudh and Rohilkhand (state).	XV. Eastern Bengal (state).	XVIII. East Coast (state).	LINES WORKED GUARANTEED COMPANIES. XXIV. Great Indian Peninsula railway system.	XXV. Bombay, Baroda and Central India. (b)
	PER TOTAL TRAIN-MILE.										
163a	Home expenditure . . . *Annas*	1st half	(a)0'44	1'55	(a)1'38	0'08	0'11	0'29	...	0'16	0'17
		2nd ,,	(a)0'45	2'28	(a)1'59	...	...	0'17	...	0'19	0'28
164a	Agent's office—salaries and expenses ,,	1st half	0'14	0'58	0'61	0'20	0'26	0'42	0'65	0'18	0'24
		2nd ,,	0'15	0'79	0'67	0'23	0'31	0'36	0'32	0'21	0'27
165a	Audit, accounts, and pay office ,, ,,	1st half	0'57	1'26	1'35	0'50	0'58	0'78	0'87	0'58	0'86
		2nd ,,	0'59	1'50	1'33	0'58	0'75	0'68	0'77	0'69	1'11
166a	Stores department ,, ,,	1st half	0'21	0'31	0'36	0'14	0'15	0'08	0'21	0'19	0'28
		2nd ,,	0'22	0'38	0'37	0'17	0'18	0'07	0'23	0'22	0'39
167a	Medical ,, ,, ,,	1st half	0'14	0'24	0'17	0'08	0'11	0'19	0'12	0'11	0'16
		2nd ,,	0'15	0'33	0'19	0'10	0'14	0'17	0'09	0'13	0'20
168a	Rents and miscellaneous ,, ,,	1st half	0'17	0'37	0'30	0'12	0'15	0'18	0'36	0'13	0'30
		2nd ,,	0'21	0'43	0'32	0'12	0'14	0'13	0'41	0'12	0'42
169a	Police . . . . . ,,	1st half	0'24	0'25	0'44	0'15	0'13	0'17	0'12	0'23	0'30
		2nd ,,	0'23	0'38	0'38	0'18	0'17	0'15	0'10	0'28	0'33
170a	Advertising . . . . . ,,	1st half	0'01	0'01	0'01	...	0'01	0'01	0'03	...	0'01
		2nd ,,	0'02	0'03	0'01	0'01	0'01	0'01	0'01	0'02	0'01
171a	Electric telegraph . . . . ,,	1st half	0'59	1'35	0'95	0'58	0'57	0'99	1'54	0'59	0'52
		2nd ,,	0'58	1'56	1'06	0'68	0'70	0'86	1'45	0'69	0'69
172a	Other charges (net) . . . . ,,	1st half	...	0'09	...	...	0'01	...	...	0'15	0'20
		2nd ,,	...	0'02	...	...	0'01	0'01	...	0'18	0'16
173a	Total general charges . . . ,,	1st half	2'53	5'06	5'57	1'85	2'08	3'11	3'90	2'32	3'04
		2nd ,,	2'60	7'70	6'03	2'07	2'47	2'01	3'38	2'73	3'83
	PER CENT. ON TOTAL EARNINGS.										
163b	Home expenditure . . . *Per cent.*	1st half	(a)0'54	1'89	(a) 2'32	0'12	0'19	0'47	...	0'25	0'14
		2nd ,,	(a)0'59	4'10	(a) 2'77	...	...	0'24	...	0'33	0'30
164b	Agent's office—salaries and expenses ,,	1st half	0'18	0'72	1'02	0'30	0'45	0'67	1'33	0'27	0'21
		2nd ,,	0'20	1'44	1'24	0'38	0'58	0'52	0'87	0'37	0'29
165b	Audit, accounts, and pay office ,, ,,	1st half	0'70	1'54	2'29	0'76	1'02	1'26	1'80	0'89	0'73
		2nd ,,	0'79	2'70	2'45	0'94	1'42	0'96	2'10	1'20	1'19
166b	Stores department ,, ,,	1st half	0'26	0'37	0'60	0'20	0'25	0'14	0'44	0'29	0'24
		2nd ,,	0'29	0'69	0'68	0'27	0'35	0'10	0'62	0'38	0'41
167b	Medical ,, ,, ,,	1st half	0'18	0'30	0'29	0'13	0'20	0'31	0'25	0'17	0'13
		2nd ,,	0'20	0'60	0'36	0'17	0'28	0'24	0'24	0'23	0'21
168b	Rents and miscellaneous ,, ,,	1st half	0'21	0'40	0'51	0'18	0'26	0'29	0'73	0'20	0'25
		2nd ,,	0'28	0'77	0'61	0'19	0'26	0'19	1'13	0'20	0'44
169b	Police . . . . . ,,	1st half	0'30	0'29	0'74	0'23	0'23	0'27	0'25	0'35	0'25
		2nd ,,	0'30	0'69	1'07	0'29	0'32	0'21	0'28	0'49	0'36
170b	Advertising . . . . . ,,	1st half	0'01	0'02	0'02	...	0'02	0'02	0'06	0'01	...
		2nd ,,	0'02	0'04	0'02	0'01	0'01	0'02	0'02	0'03	0'02
171b	Electric telegraph . . . . ,,	1st half	0'73	1'64	1'61	0'88	1'00	1'58	3'16	0'91	0'44
		2nd ,,	0'78	2'82	1'97	1'11	1'45	1'22	3'93	1'09	0'74
172b	Other charges (net) . . . . ,,	1st half	0'01	0'12	...	...	0'02	...	...	0'23	0'18
		2nd ,,	...	0'04	...	...	0'01	0'01	...	0'31	0'18
173b	Total general charges . . . ,,	1st half	3'12	7'29	9'40	2'89	3'64	5'01	8'02	3'57	2'57
		2nd ,,	3'47	13'89	11'17	3'36	4'68	3'71	9'19	4'73	4'13
	PER CENT. ON GROSS EARNINGS.								Table G.—Special and Miscellaneous Ex		
174	Law charges . . . . *Per cent.*	1st half	0'01	0'01	...	0'03	...	...	...	...	0'01
		2nd ,,	0'02	0'01	0'01	...	...	...	...	0'04	0'01
175	Compensation . . . . ,,	1st half	0'05	...	0'08	0'15	0'09	0'15	0'07	0'03	0'21
		2nd ,,	0'05	0'04	0'11	0'06	0'27	0'26	0'12	0'06	0'88
176	Rates and taxes . . . . ,,	1st half	0'12	...	0'02	0'04	0'01	0'23	0'05	0'12	0'14
		2nd ,,	0'13	—0'03	0'03	0'02	0'03	0'14	0'05	0'17	0'20
177	Payments to other lines . . . ,,	1st half	1'45	0'58	3'88	0'27	0'60	0'22	0'29	0'90	0'52
		2nd ,,	0'74	1'18	3'70	0'29	0'80	0'77	0'20	0'61	0'31
178	Other charges (net) . . . . ,,	1st half	0'28	1'33	2'17	0'58	0'53	0'62	0'63	0'37	0'16
		2nd ,,	0'30	0'82	1'01	0'05	0'62	0'48	0'60	0'39	0'13
179	Total special and miscellaneous expenses . . . . . ,,	1st half	1'91	1'92	6'15	1'07	1'23	1'22	1'04	1'42	1'04
		2nd ,,	1'24	2'02	4'86	1'02	1'72	1'65	0'97	1'27	1'55

(a) Including cost of Government controlling establishment.
(b) Including the Gaekwar's Petlád railway.

—(Part II) —*continued.*

concluded.

Half-years ended the 30th June and the 31st December 1895.

...AMES.	LINES OWNED BY NATIVE STATES AND WORKED BY COMPANY.	METRE GAUGE. STATE LINES WORKED BY COMPANIES.					STATE LINES WORKED BY THE STATE.		ASSISTED COMPANY.	LINES OWNED AND WORKED BY NATIVE STATES.			1895.	Progressive number.
XXVI. Madras railway system.	XXXVI. The Nizam's Guaranteed State railway system.	XLIII. Bengal and North-Western railway system.	XLV. Rajputana-Malwa. (c)	XLVII. Southern Mahratta railway system.	L. South Indian railway system.	LII Assam-Bengal. (d)	LIII. Eastern Bengal (state), including the Kumarkhanda (2' 6" gauge) branch.	LIV. Burma (state).	LVIII. Rohilkund and Kumaon railway system.	LXVII. Jodhpur-Bikaner. Jodhpur section.	LXVII. Jodhpur-Bikaner. Bikaner section.	LXIX. Pálanpur-Deesa-Gaekwar's-Dessaji-Portlandpur railway system.		
0·46	1·63	(a)1·10	0·42	1·00	(a)0·88			...	(a)1·52	...	...	0·04	1st half	163a
0·46	1·80	(a)1·07	0·67	0·95	(a)0·89			...	(a)1·47	...	...	0·07	2nd ,,	
0·38	0·51	0·31	0·13	0·28	0·20			0·42	0·82	...	...	0·84	1st half	164a
0·35	0·52	0·28	0·18	0·24	0·31			0·45	0·90	...	...	1·32	2nd ,,	
0·90	1·47	0·73	0·48	0·72	0·65			0·83	0·97	0·88	0·67	1·18	1st half	165a
0·89	1·62	0·78	0·75	0·70	0·63			0·88	1·14	0·70	0·61	1·80	2nd ,,	
0·14	0·31	0·12	0·18	0·19	0·14			0·34	0·27	0·18	0·18	0·22	1st half	166a
0·14	0·32	0·13	0·24	0·18	0·13			0·29	0·31	0·18	0·18	0·34	2nd ,,	
0·18	0·30	0·11	0·12	0·15	0·12			0·14	0·11	0·05	0·06	0·29	1st half	167a
0·19	0·46	0·12	0·16	0·15	0·12			0·19	0·11	0·05	0·06	0·43	2nd ,,	
0·14	0·61	0·17	0·19	0·19	0·18			0·21	0·30	0·03	0·22	0·28	1st half	168a
0·13	0·55	0·20	0·16	0·22	0·16			0·18	0·42	0·02	0·16	0·35	2nd ,,	
0·23	0·64	0·29	0·26	0·33	0·15			0·16	0·36	0·06	0·11	0·62	1st half	169a
0·22	0·65	0·31	0·38	0·31	0·16			0·22	0·37	0·06	0·10	0·91	2nd ,,	
0·03	0·01	0·01	...	0·01	0·02			0·04	0·03	...	...	...	1st half	170a
0·03	0·01	0·01	0·01	0·01	0·01			0·04	0·03	...	...	0·03	2nd ,,	
0·83	0·83	0·98	0·80	1·08	0·57			1·02	0·82	0·77	0·82	1·03	1st half	171a
0·84	0·87	1·06	1·12	1·05	0·53			1·14	0·99	0·78	0·84	1·48	2nd ,,	
0·37	...	0·01	...	0·01	...			0·02	...	...	...	...	1st half	172a
0·33	...	...	...	0·01	...			0·01	...	...	...	...	2nd ,,	
3·66	6·31	3·77	2·49	3·96	2·91			3·18	4·40	1·97	2·06	4·50	1st half	173a
3·58	6·80	3·56	3·67	3·52	3·13			3·40	5·74	1·79	1·95	6·73	2nd ,,	
0·64	2·16	(a)1·88	0·71	2·23	(a)2·04			...	(a)2·72	...	...	0·07	1st half	163b
0·67	2·64	(a)2·34	1·12	2·41	(a)2·20			...	(a)3·76	...	...	0·12	2nd ,,	
0·52	0·68	0·52	0·21	0·62	0·46			0·68	1·82	...	...	1·44	1st half	164b
0·50	0·77	0·52	0·30	0·60	1·22			0·98	2·30	...	...	2·45	2nd ,,	
1·24	1·95	1·06	0·81	1·59	1·49			1·38	2·16	1·50	1·47	2·00	1st half	165b
1·28	2·37	1·69	1·27	1·75	1·50			1·92	2·92	1·50	1·50	3·33	2nd ,,	
0·30	0·40	0·30	0·30	0·41	0·32			0·56	0·59	0·30	0·38	0·37	1st half	166b
0·20	0·47	0·29	0·40	0·45	0·32			0·63	0·79	0·39	0·44	0·64	2nd ,,	
0·25	0·39	0·19	0·19	0·34	0·28			0·22	0·23	0·09	0·13	0·50	1st half	167b
0·27	0·67	0·27	0·28	0·37	0·29			0·41	0·30	0·12	0·14	0·80	2nd ,,	
0·20	0·81	0·30	0·18	0·42	0·41			0·33	0·67	0·04	0·49	0·48	1st half	168b
0·19	0·81	0·45	0·27	0·57	0·40			0·42	1·10	0·04	0·41	0·65	2nd ,,	
0·31	0·85	0·50	0·43	0·73	0·35			0·27	0·80	0·11	0·24	1·05	1st half	169b
0·33	0·95	0·67	0·64	0·78	0·39			0·49	0·94	0·13	0·25	1·69	2nd ,,	
0·04	0·01	0·01	...	0·02	0·04			0·06	0·06	...	...	...	1st half	170b
0·05	0·02	0·01	0·01	0·02	0·02			0·08	0·07	...	...	0·05	2nd ,,	
1·14	1·69	1·58	1·34	2·43	1·34			1·68	1·83	1·51	1·78	1·75	1st half	171b
1·22	1·30	2·33	1·50	2·64	1·28			2·50	2·34	1·67	2·08	2·73	2nd ,,	
0·51	...	0·01	—0·01	0·02	0·01			0·04	...	...	...	...	1st half	172b
0·48	0·01	...	...	0·03	...			0·02	...	...	...	...	2nd ,,	
5·05	8·34	6·47	4·16	8·81	6·74			5·22	10·88	3·35	4·49	7·66	1st half	173b
5·19	10·01	8·67	6·21	9·02	7·52			7·45	14·72	3·85	4·82	12·48	2nd ,,	
penses.														
0·03	0·03	0·02	...	0·04	0·01			...	0·15	...	...	0·03	1st half	174
0·03	0·03	0·06	...	0·06	0·01			...	0·17	...	...	0·07	2nd ,,	
0·02	0·02	0·04	0·14	0·03	0·03			0·01	0·05	0·07	...	0·26	1st half	175
0·01	0·02	0·21	0·03	0·04	0·03			0·06	0·04	0·02	...	0·15	2nd ,,	
0·12	...	0·63	0·01	0·09	0·12			0·40	0·02	...	...	...	1st half	176
0·30	...	0·09	0·01	0·07	0·25			0·48	0·03	...	...	...	2nd ,,	
0·19	0·28	0·04	...	0·52	0·12			...	0·16	0·37	...	0·10	1st half	177
...	0·52	0·06	...	0·17	0·14			...	0·16	0·23	...	0·16	2nd ,,	
0·49	0·55	1·46	0·46	0·16	0·32			0·65	6·02	0·18	0·16	0·94	1st half	178
0·56	0·74	2·19	0·66	0·17	0·32			0·72	7·81	0·27	0·22	1·10	2nd ,,	
0·83	0·88	1·59	0·61	0·84	0·62			1·16	6·34	0·62	0·16	1·33	1st half	179
0·90	1·31	2·61	0·75	0·51	0·75			1·26	8·21	0·52	0·22	1·48	2nd ,,	

(c) Including the Pálanpur-Deesa, the Gaekwar's Mehsána and the Oodeypore-Chitor railways.
(d) The line having been only recently opened for traffic, reliable statistics are not available.

STATISTICS

Half-years ended the 30th June and the 31st December 1895. EXTRACT FROM TA

Progressive number.	HEADINGS.	1895.	STATE LINES WORKED BY COMPANIES. I. East Indian railway system.	II. Bengal-Nágpur.	III. Indian Midland railway system.	STATE LINES WORKED BY THE STATE. XII. North Western (state) railway system, excluding military lines.	XIV. Oudh and Rohilkhand (state).	XV. Eastern Bengal (state).	XVIII. East Coast (state).	LINES WORKED BY GUARANTEED C... XXIV. Great Indian Peninsula railway system.	XXV. Bombay, Baroda and Central India. (a)
	FROM APPENDIX I.										
180	Average number of locomotives on the line . . . . . *No.*	1st half	580	103	111	457	155	91	43	605	149
		2nd ,,	596	111	111	456	163	99	43	605	162
181	Average miles run per locomotive per diem . . . . . *Miles*	1st half	67·23	51·95	41·67	61·45	70·40	74·09	48·63	49·79	70·38
		2nd ,,	60·99	37·96	38·43	51·94	50·15	80·14	56·09	39·93	49·23
	lbs. coal per engine-mile (coal-burning engines)—										
182	Coaching . . . . . *lbs.*	1st half		40·21							44·69
		2nd ,,		42·94							47·45
183	Goods . . . . . ,,	1st half	47·32		45·64	42·14	37·12	37·03	54·34	39·07	54·95
		2nd ,,				39·29	34·41	35·15	47·00	38·99	53·13
184	Mixed . . . . . ,,	1st half	47·63	44·73	43·63						45·14
		2nd ,,		41·63							45·96
	lbs. wood per engine-mile (wood-burning engines)—										
185	Coaching . . . . . *lbs.*	1st half	...	...	...	...	...	...	...	...	...
		2nd ,,	...	...	...	...	...	...	...	...	...
186	Goods . . . . . ,,	1st half	...	...	...	...	...	...	...	...	...
		2nd ,,	...	...	...	...	...	...	...	...	...
187	Mixed . . . . . ,,	1st half	...	...	...	...	...	...	...	...	...
		2nd ,,	...	...	...	...	...	...	...	...	...
	Average gross weight of trains—										
188	Coaching . . . . . *Tons*	1st half	163·59	221·05	169·52	232·88	175·73	153·89	173·44	156·29	162·77
		2nd ,,	175·16	106·23	148·38	220·21	174·29	161·53	257·34	152·42	159·21
189	Goods . . . . . ,,	1st half	431·39	403·85	325·48	296·49	299·12	337·48	196·52	276·38	514·21
		2nd ,,	414·56	327·93	324·03	329·16	293·86	427·99	121·81	257·50	444·93
190	Mixed . . . . . ,,	1st half	223·09	284·67	257·09	323·74	283·64	194·91	271·67	...	220·12
		2nd ,,	225·58	254·93	248·56	228·47	283·41	210·44	230·60	...	224·69
	Average through speed of trains—										
191	Coaching . . . . . *Miles per hour*	1st half	25·00	18·44	22·80	21·69	23·28	17·63	13·99	22·87	20·30
		2nd ,,	24·19	25·72	24·36	22·33	23·28	17·03	13·04	22·87	20·30
192	Goods . . . . . ,,	1st half	12·20	10·54	10·79	12·31	7·39	12·52	11·91	10·51	10·04
		2nd ,,	12·20	10·54	11·15	11·85	7·39	12·52	11·91	10·51	9·08
193	Mixed . . . . . ,,	1st half	17·48	15·90	14·73	13·81	12·00	13·68	13·99	15·47	15·34
		2nd ,,	16·34	15·90	15·08	13·44	12·00	13·68	13·04	15·47	15·29
	FROM APPENDIX II.										
194	Average mileage *per diem* of coaching vehicles, including brakes . *Miles*	1st half	237,015	33,176	33,153	159,701	65,431	47,359	15,872	152,228	52,544
		2nd ,,	241,515	31,563	36,074	156,451	62,389	46,255	15,061	149,917	55,691
195	Goods ditto ditto . ,,	1st half	620,347	94,288	57,451	414,525	175,146	62,397	20,875	385,552	180,513
		2nd ,,	532,728	84,922	44,787	307,989	101,942	100,727	17,290	247,436	105,793
	Average lead of passengers . *Miles*	1st half	60·87	55·52	72·27	53·04	44·41	23·86	38·68	40·35	21·93
		2nd ,,	64·98	53·01	68·86	51·48	43·69	23·14	36·18	39·79	20·61
	Average lead of goods ,,	1st half	217·48	130·46	145·75	146·62	120·01	53·03	80·89	229·31	183·62
		2nd ,,	216·79	139·44	143·81	93·05	72·31	90·73	20·48	206·17	166·17
	Total tonnage of goods lifted . *Tons*	1st half	3,264,831	683,454	283,617	3,362,312	1,855,918	547,450	247,735	1,472,280	1,267,261
		2nd ,,	3,051,656	597,562	225,307	2,562,195	810,244	1,067,423	236,825	962,216	553,389

(a) Including the Godhra-Rutlam-Nagda railway (open section) and the Gaekwar's Petlád railway, but excluding the former in the case of the last three items.

A—*continued.*

RAILWAYS—(Part II)—*continued.*

AS APPENDICES TO THE ANALYSES.

Half-years ended the 30th June and the 31st December 189 5.

GE.	METRE GAUGE.											1895.	Progressive number.
AN-ORIES.	LINE OWNED BY NATIVE STATE AND WORKED BY COMPANY.	STATE LINES WORKED BY COMPANIES.					STATE LINES WORKED BY THE STATE.		ASSISTED COMPANY.	LINES OWNED AND WORKED BY NATIVE STATES.					
XXVI. Madras railway system.	XXXVI. The Nizam's Guaranteed State railway system.	XLIII. Bengal and North-Western railway system.	XLV. Rajputana-Malwa. (b)	XLVII. Southern Mahratta railway system.	L. South Indian railway system.	LII. Assam-Bengal (d)	LIII. Eastern Bengal (state), including the Katnie-Dhadia (2'6" gauge) branch.	LIV. Burma (state).	LVIII. Rohilkund and Kumaon railway system.	LXVII. Jodhpore-Bikaneer. Jodhpore section.	LXVII. Jodhpore-Bikaneer. Bikaneer section.	LXIX. Bhivangar-Gondal-Junagarh-Porbandar railway system.		
163 166	49 50	100 105	444 446	214 214	203 202		79 76	111 120	26 26		17 17	33 33	1st half . 2nd ,, .	} 180
50·80 50·01	51·22 46·22	59·48 51·81	53·11 37·40	45·86 46·94	54·40 56·00		69·35 74·98	59·75 51·67	67·57 52·30		57·44 55·18	65·55 42·63	1st half . 2nd ,, .	} 181
	39·44 36·11		29·43 29·05		23·69 25·47			28·87 30·07	... ...				1st half . 2nd ,, .	} 182
39·71 41·51	53·55 55·10	24·96 22·91	32·14 31·16	31·18 31·42	28·40 21·67		24·93 25·20	29·79 25·51	... ...	26·97 25·94	27·40 25·93	26·67 28·67	1st half . 2nd ,, .	} 183
	51·33 53·58		23·12 21·13		30·75 27·15			28·13 30·16	,, ...				1st half . 2nd ,, .	} 184
... ...	... ...	... ...	... ...	... ...	... ...		.. ...	... ...		... ...	... ...	... ...	1st half . 2nd ,, .	} 185
... ...	... ...	... ...	... ...	... ...	... ...		... ...	... ...	69·15 68·55	... ...	... ...	... ...	1st half . 2nd ,, .	} 186
... ...	... ...	... ...	... ...	... ...	... ...		... ...	... ...		... ...	... ...	... ...	1st half . 2nd ,, .	} 187
131·79 135·40	128·27 127·22	201·27 210·54	104·28 106·84	92·88 100·53	105·33 100·09		94·11 101·31	133·40 124·32	(c) (c)	85·06 61·11	86·41 42·81	72·36 67·68	1st half . 2nd ,, .	} 188
340·04 343·68	268·42 251·79	167·81 187·52	217·40 208·13	232·04 243·51	115·24 116·48		217·94 171·45	200·47 155·81	(c) (c)	130·90 110·61	... ...	134·60 142·27	1st half . 2nd ,, .	} 189
285·90 286·65	327·41 352·28	173·33 148·51	131·21 133·00	174·63 176·09	143·72 148·76		126·94 130·21	149·44 167·45	(c) (c)	121·82 119·81	93·88 90·52	123·41 119·51	1st half . 2nd ,, .	} 190
19·70 19·70	21·19 21·19	... ...	18·73 18·73	16·59 16·59	16·00 16·00		17·45 17·45	17·01 17·01		... ...	... ...	20·60 20·60	1st half . 2nd ,, .	} 191
12·17 12·16	10·77 10·77	11·00 11·00	9·31 9·31	7·64 7·64	9·50 9·50		11·77 11·17	11·43 11·43	12·17 12·80	9·84 9·87	... ...	11·11 10·90	1st half . 2nd ,, .	} 192
13·28 13·28	13·16 13·16	12·15 12·15	14·12 14·12	11·58 11·58	12·00 12·00		12·90 12·90	14·02 14·02		12·20 12·20	13·33 13·33	12·50 12·26	1st half . 2nd ,, .	} 193
50,212 50,298	13,146 13,578	46,449 47,096	125,988 128,820	61,719 64,284	77,686 77,681		42,169 40,761	55,628 53,039	12,340 11,471	8,801 8,403	843 841	16,433 13,723	1st half . 2nd ,, .	} 194
98,398 95,532	37,431 34,292	91,207 67,749	364,156 212,934	119,432 122,400	89,051 99,480		71,172 74,902	91,216 66,883	23,902 15,615	9,328 7,163	738 670	27,992 12,112	1st half . 2nd ,, .	} 195
37·15 37·08	48·91 46·41	36·34 34·21	(c) 52·86 (c) 54·31	39·90 39·83	32·16 32·50		32·29 32·24	31·36 29·29	33·75 32·56	58·97 54·50	39·21 38·28	35·22 35·60	1st half . 2nd ,, .	} 196
117·62 111·89	110·28 98·33	107·37 105·40	(c) 243·44 (c) 214·69	138·85 158·60	64·61 66·93		129·14 98·61	99·66 79·65	59·99 64·86	87·09 88·56	42·73 42·65	72·35 56·52	1st half . 2nd ,, .	} 197
634,413 638,326	369,358 328,156	459,451 319,697	(c) 1,218,605 (c) 698,841	508,483 424,863	759,394 780,793		248,249 334,863	507,440 412,323	164,344 114,687	46,653 37,282	7,404 6,230	164,933 88,682	1st half . 2nd ,, .	}

(b) Including the Pálanpur-Deesa, the Gaekwar's Mehsána, and the Oodeypore-Chitor railways.
(c) Including the Godhra-Rutlam-Nagda railway (open section) only.
(d) The line having been only recently opened for traffic reliable statistics are not available.
(e) Information not furnished.

APPENDIX

STATISTICS OF INDIAN

Half-years ended the 30th June and the 31st December 1895. EXTRACT FROM TABLE PRINTED

STAND

Progressive number.	Headings.	1895.	State lines worked by companies. I. East Indian railway system.	State lines worked by companies. II. Bengal-Nagpur.	State lines worked by companies. III. Indian Midland only.	State lines worked by the State. XII. North Western only.	State lines worked by the State. XIV. Oudh and Rohilkhand (state).	State lines worked by the State. XV. Eastern Bengal only.	State lines worked by the State. XVIII. East Coast (state).	Lines worked by guaranteed companies. XXIV. Great Indian Peninsula only.	Lines worked by guaranteed companies. XXV. Bombay, Baroda and Central India.	Lines worked by guaranteed companies. XXVI Madras railway system.
	From Appendix V.											
	Average age of sleepers—											
196	Wood . . *Years*	1st half	9·17	(*b*) 7·09	13·00	(*b*) 9·75	7·31	10·50	(*b*) 2·15	(*f*)	(*g*) 9·86	(*h*) 10·62
		2nd „	9·37	(*b*) 8·25	13·50	(*b*) 9·39	7·30	10·00	(*b*) 2·28	(*f*)	(*g*) 9·80	(*h*) 10·65
197	*Iron* . . „	1st half	(*a*) 7·68	(*c*) 5·51	(*d*) 6·50	10·88	(*e*) 14·93	7·00	(*c*) 1·58	(*f*)	14·02	24·15
		2nd „	(*a*) 7·93	(*c*) 6·01	(*d*) 7·00	11·28	(*e*) 15·05	7·50	(*c*) 2·05	(*f*)	14·24	24·62
	Percentage of removals—											
198	Wood . *Per cent.*	1st half	4·41	(*b*) 0·94	14·72	(*b*) 4·35	1·89	5·75	...	8·73	(*g*) 5·29	(*h*) 2·78
		2nd „	3·81	(*b*) 1·24	4·64	(*b*) 3·79	2·28	4·06	...	7·36	(*g*) 5·15	(*h*) 3·59
199	Iron . . . „	1st half	2·75	(*c*) 0·04	(*d*) 0·04	2·56	(*e*) 3·11	0·53	...	0·94	0·78	0·17
		2nd „	2·04	(*c*) 0·02	(*d*) 0·01	1·66	(*e*) 2·65	0·29	...	0·96	0·64	0·14

(*a*) Average age of Denham-Oliphants' iron sleepers only. The average age of other iron sleepers has not been furnished.
(*b*) Excluding longitudinal sleepers.
(*c*) Steel sleepers.
(*d*) Excluding Denham-Oliphants' cast iron sleepers.
(*e*) Total iron and steel sleepers.

A—*concluded.*

RAILWAYS—(Part II)—*concluded.*

AS APPENDIX TO THE ANALYSES—*concluded.*

Half-years ended the 30th June and the 31st December 1895

[illegible]E.	METRE GAUGE.													
[illegible] OWNED BY [illegible]IVE STATE [illegible] WORKED BY COMPANY.	STATE LINES WORKED BY COMPANIES.						STATE LINES WORKED BY THE STATE.		ASSISTED COMPANY.	LINES OWNED AND WORKED BY NATIVE STATES.			1895.	Progressive number.
XXXVI. The Nizam's Guaranteed State railway system.	XLIII. Bengal and North-Western.		XLV. Rajputana-Malwa.	XLVII. Southern Mahratta railway system.	L. South Indian only.	LII. Assam-Bengal. (j)	LIII. Eastern Bengal (state), including the Kaunia-Dharlia (1' 6" gauge) branch.	LIV. Burma (state).	LVIII. Rohilkund and Kumaon railway system.	LXVII. Jodhpore-Bickaneer.		LXIX. Bhávnagar Gondal-Junágarh Porbandar railway system.		
	Tirhoot section.	Company's section.								Jodhpore section.	Bickaneer section.			
15·50	11·67	9·07	(b) 11·00	(b) 8·00	(b) 12·54		(b) 10·00	(b 11·45	6·31	(f)	3·50	6·12	1st half	196
16·00	11·95	9·39	(b) 11·00	(b) 8·50	(b) 12·61		(b) 10·50	(b) 10·68	6·74	(f)	4·00	6·46	2nd „	
(i) 21·50	12·04	...	(e) 10·00	(e) 7·50	(d) 10·16		(e) 9·00	...	...	(c) 4·50	(c) 3·50	(c) 5·49	1st half	197
(i) 22·00	12·52	...	(e) 11·00	(e) 8·00	(d) 10·47		(e) 9·50	...	...	(c) 5·00	(c) 4·00	(c) 5·56	2nd „	
2·00	1·36	1·39	(b) 2·37	(b) 2·48	(b) 10·62		(b) 1·54	(b) 2·49	1·34	(f)	(f)	2·50	1st half	198
2·89	1·75	1·94	(b) 2·43	(b) 2·15	(b) 7·98		(b) 1·98	(b) 1·46	1·03	(f)	(f)	2·80	2nd „	
(i) 0·59	0·02	...	(e) 2·37	(e) 0·27	(d) 0·02		(e) 0·05	...	...	...	(f)	(c) 0·04	1st half	199
(i) 0·34	0·15	...	(e) 0·38	(e) 0·21	(d) 0·01		(e) 0·29	...	...	...	(f)	(c) 1·32	2nd „	

(f) Information not furnished.
(g) Excluding Adam's No. 2 creosoted sleepers.
(h) Excluding creosoted pine sleepers.
(i) Excluding pea-pod steel sleepers.
(j) The line having been only recently opened for traffic, reliable statistics are not available.

APPENDIX

Statement showing the general results of working of the

Serial No.	Railway.	Mean mileage worked, including foreign lines worked over—Miles.					Coaching—Rupees.			
		1891.	1892.	1893.	1894.	1895.	1891.	1892.	1893.	1894.
	STANDARD GAUGE.									
I	East Indian	1,550	1,811	1,819	1,858	(a) 1,995	1,56,93,343	1,63,72,818	1,76,28,455	1,81,50,604
II	Bengal-Nágpur	811	832	860	862	862	9,30,522	11,11,283	13,34,341	13,21,106
III	Indian Midland	697	754	754	754	(a) 819	16,67,165	19,90,028	20,69,217	20,82,077
XII	North Western (state)	2,396	2,444	2,449	2,452	(b) 2,636	1,00,51,057	94,83,579	95,52,843	99,67,109
XIV	Oudh and Rohilkhand (state).	693	693	703	773	797	38,42,518	37,57,481	39,08,783	39,41,317
XV	Eastern Bengal (state)	249	249	249	248	249	26,33,664	22,89,026	24,05,548	25,00,876
XVIII	East Coast (state)	...	...	81	287	(c) 396	...	...	1,96,261	8,72,534
XXIV	Great Indian Peninsula	1,489	1,491	1,490	1,490	(a) 1,490	90,87,884	89,58,793	92,35,087	93,72,943
XXV	Bombay, Baroda and Central India.	461	461	461	461	461	45,11,243	46,57,496	49,55,714	49,87,143
XXVI	Madras	839	839	839	839	839	36,14,372	37,54,832	39,84,581	41,18,367
XXXVI	The Nizam's Guaranteed State.	354	354	433	355	(d) 355	8,19,130	8,36,044	10,08,982	8,87,505
	METRE GAUGE.									
XLIII	Bengal and North-Western—									
	Tirhoot section	717	754	756	756	756	19,96,749	20,05,445	20,83,487	22,31,219
	Company's section									
XLV	Rajputana-Malwa	1,673	1,674	1,674	1,674	1,674	62,71,472	62,03,640	66,35,953	69,56,738
XLVII	Southern Mahratta	1,361	1,385	1,512	1,536	(a) 1,536	26,52,855	26,44,918	31,33,087	32,91,550
L	South Indian	883	1,087	1,049	1,041	1,042	37,34,924	40,70,125	41,63,708	42,85,626
LII	Assam-Bengal (e)	...	...	...	...	65	...	...	...	...
LIII	Eastern Bengal (state)—Northern and Behar sections (including the Kanvia-Dharila 2' 6" gauge, branch).	528	530	530	564	564	18,81,847	17,28,441	18,79,662	22,56,802
	Dacca section									
LIV	Burma (state)	583	692	725	732	763	34,19,265	40,76,573	37,31,619	33,04,584
LVIII	Rohilkund and Kumaon (Company's section) (f)	236	264	275	279	282	4,14,290	5,10,099	5,34,481	5,41,569
LXVII	Jodhpore-Bikaneer—Judhpore section	180	247	306	320	320	2,31,208	3,25,528	3,35,496	4,55,497
	Bikaneer section	3	43	43	43	43	1,451	24,826	31,366	36,837
LXIX	Bhávnagar-Gondal-Junágarh-Porbandar.	334	334	334	334	334	8,14,967	8,11,590	10,18,599	9,47,804

B.

principal railways during the years 1891-1895.

EARNINGS.							
	GOODS—RUPEES.					* Serial No.	REMARKS.
1895.	1891.	1892.	1893.	1894.	1895.		
(a) 1,85,46,434	3,30,54,067	3,32,71,350	3,29,70,439	3,53,55,879	(a) 3,64,66,569	I	(a) Including branch lines worked.
15,21,190	39,96,661	45,61,597	46,08,305	48,09,555	47,50,331	II	(b) Including branch lines worked, but excluding 6·13 miles used for military traffic only.
(a) 21,37,837	23,00,032	28,65,714	27,53,420	35,50,228	(a) 26,94,105	III	(c) Excluding 2·99 miles of metre gauge line.
(a) 1,20,06,626	2,19,37,447	1,64,44,993	1,91,19,245	2,13,94,215	(a) 2,38,50,060	XII	(d) Including branch line worked, also 3·10 miles worked over twice by each train, but excluding 2·19 miles used for military traffic only.
40,37,093	42,75,549	44,12,793	44,53,397	63,49,657	60,58,237	XIV	(e) Opened to traffic from the 1st July 1895.
27,62,311	43,81,629	41,83,677	42,08,750	50,46,115	53,74,400	XV	(f) Including the Lucknow-Bareilly section. This remark applies to all the entries relating to 1895 in the subsequent pages.
10,53,485	...	...	87,910	4,68,994	7,68,063	XVIII	
(a) 97,99,477	3,57,37,728	3,13,19,876	2,92,03,680	2,65,38,784	(a) 2,36,07,088	XXIV	
53,43,524	93,74,364	92,99,145	98,91,624	1,05,81,899	1,19,18,571	XXV	
47,44,822	55,38,684	56,90,712	63,03,468	59,85,131	62,81,644	XXVI	
(a) 9,11,303	18,59,997	18,27,809	19,29,927	23,06,463	(a) 24,20,470	XXXVI	
23,59,924	23,57,101	25,20,555	25,86,872	26,87,731	26,70,014	XLIII	
75,04,864	1,52,52,527	1,55,67,032	1,55,92,268	1,75,02,774	1,55,00,469	XLV	
(a) 36,39,471	33,44,379	31,67,504	45,76,731	(a) 45,50,018	49,99,717	XLVII	
46,57,225	32,03,562	33,29,239	37,76,548	36,32,040	41,59,010	L	
92,374	...	...	...	...	1,15,506	LII	
23,10,039	26,48,762	24,05,976	26,81,621	29,41,748	31,12,194	LIII	
35,48,016	23,54,622	28,89,782	28,35,103	28,13,488	30,93,930	LIV	
5,48,528	3,33,126	4,56,893	4,88,684	7,54,782	5,74,855	LVIII	
5,04,146	3,71,858	6,03,961	4,25,939	6,11,452	4,54,682	LXVII	
39,492	3,351	44,746	27,566	35,560	38,681		
9,64,905	6,26,142	7,23,958	9,57,818	8,53,638	9,38,267	LXIX	

APPENDIX

Statement showing the general results of working of the

Serial No.	RAILWAY.	EARNINGS							
		STEAM-BOAT SERVICE—RUPEES.					SUNDRIES, INCLUDING ELECTRIC		
		1891.	1892.	1893.	1894.	1895.	1891.	1892.	1893.
	STANDARD GAUGE.								
I	East Indian	75,145	70,977	1,02,161	1,15,210	1,22,572	8,44,924	8,01,898	5,76,031
II	Bengal-Nágpur	...	...	...	...	...	5,30,173	4,10,772	4,75,105
III	Indian Midland	...	...	...	...	...	1,95,164	2,22,779	2,29,813
XII	North Western (state)	6,550	26,577	61,060	66,118	74,442	4,71,043	4,80,606	5,35,584
XIV	Oudh and Rohilkhand (state).	...	...	...	...	...	4,46,142	3,72,363	3,53,747
XV	Eastern Bengal (state)	4,41,063	2,97,835	2,15,857	3,57,398	1,92,629	2,63,002	2,54,357	2,39,330
XVIII	East Coast (state)	...	...	7,930	22,518	42,937	...	...	5,022
XXIV	Great Indian Peninsula	...	...	...	...	...	4,29,721	3,86,958	3,74,974
XXV	Bombay, Baroda and Central India.	...	...	...	...	...	2,52,162	2,87,837	2,48,707
XXVI	Madras	...	...	...	...	...	1,91,631	1,79,125	2,16,987
XXXVI	The Nizam's Guaranteed State.	...	...	...	...	...	97,311	1,16,788	1,22,696
	METRE GAUGE.								
XLIII	Bengal and North-Western—								
	Tirhoot section	4,60,396	4,05,950	4,11,095	4,35,658	4,34,774	1,51,942	1,91,989	1,83,921
	Company's section								
XLV	Rajputana-Malwa	...	...	...	...	...	2,65,570	6,29,732	3,42,464
XLVII	Southern Mahratta	...	...	...	...	...	1,46,239	1,28,654	1,16,220
L	South Indian	...	...	...	...	...	98,270	3,15,632	1,70,173
LII	Assam-Bengal	...	...	...	...	...	...	...	...
LIII	Eastern Bengal (state)—								
	Northern and Behar sections (including the Kaunia-Dharlia, 2' 6" gauge, branch).	3,72,181	3,29,058	3,47,260	3,80,412	4,38,495	53,293	68,036	73,119
	Dacca section								
LIV	Burma (state)	853	18,237	24,372	48,062	6,553	80,456	1,16,026	1,31,413
LVIII	Rohilkund and Kumaon (Company's section)	...	...	...	...	...	1,32,735	1,49,491	1,31,621
LXVII	Jodhpore-Bickaneer—								
	Jodhpore section	...	...	...	...	...	9,773	17,490	20,332
	Bickaneer section	...	...	...	...	...	337	6,975	7,793
LXIX	Bhávnagar-Gondal-Junágarh-Porbandar.	...	...	...	...	...	36,154	42,630	53,512

B—*continued.*

principal railways during the years 1891-1895—continued.

Telegraph—Rupees.		Total—Rupees.					Serial No.	Remarks.
1894.	1893.	1891.	1892.	1893.	1894.	1895.		
7,11,478	(a) 7,69,426	4,96,67,476	5,05,17,043	5,12,77,086	5,43,33,171	(a) 5,59,05,001	I	(a) Including branch lines worked.
5,59,987	6,03,219	54,57,336	60,83,562	64,17,751	66,90,648	68,74,740	II	
1,31,581	(a) 1,71,156	41,62,361	50,78,521	50,52,450	57,63,886	(a) 50,03,098	III	
8,86,655	(a) 7,74,295	3,24,66,097	2,64,35,665	2,92,68,732	3,23,14,097	(a) 3,67,05,423	XII	
2,27,862	1,99,549	85,64,209	85,42,837	87,15,927	1,05,18,836	1,02,94,879	XIV	
4,67,454	2,63,697	77,19,358	70,24,895	70,69,485	83,71,843	85,93,037	XV	
1,16,632	39,716	...	...	2,97,123	14,80,678	19,04,251	XVIII	
3,62,569	(a) 3,83,628	4,52,55,333	4,06,65,627	3,88,13,741	3,62,74,296	(a) 3,37,90,193	XXIV	
3,79,442	2,90,972	1,41,37,769	1,42,44,478	1,50,96,045	1,59,48,484	1,75,53,067	XXV	
2,17,514	1,81,941	93,44,687	96,24,669	1,05,05,036	1,03,21,012	1,12,08,407	XXVI	
62,917	(a) 79,533	27,76,438	27,80,641	30,61,605	32,56,885	(a) 34,11,308	XXXVI	
2,04,939	1,95,967	49,66,188	51,23,939	52,95,375	55,59,547	56,60,679	XLIII	
3,82,027	4,35,248	2,17,89,569	2,24,00,454	2,25,76,685	2,48,41,539	2,34,40,581	XLV	
1,45,879	(a) 1,98,840	61,43,473	59,41,076	78,20,038	79,87,447	(a) 88,38,028	XLVII	
1,11,520	98,712	70,36,756	77,14,996	81,10,429	80,29,186	89,14,947	L	
...	6,546	...	...	...	...	2,14,426	LII	
64,921	55,974	49,56,083	45,31,551	49,81,662	56,43,383	59,16,702	LIII	
1,21,220	62,563	58,55,196	71,00,618	67,22,597	62,87,354	67,11,062	LIV	
1,34,832	1,07,035	8,30,151	11,16,483	11,54,786	14,31,583	12,30,438	LVIII	
14,207	15,910	6,12,839	9,46,979	8,31,765	10,81,156	9,74,738	LXVII	
7,876	8,665	5,139	76,547	66,725	80,273	86,538		
38,845	49,049	14,77,263	15,78,178	20,29,929	18,40,287	19,52,221	LXIX	

APPENDIX

Statement showing the general results of working of the

EXPEN

Serial No.	RAILWAY.	MAINTENANCE, PER MILE OF TRACK, INCLUDING SIDINGS—RUPEES.					LOCOMOTIVE.								
							Total, per train-mile—Annas.					Cost of fuel, per train-mile.			
		1891.	1892.	1893.	1894.	1895.	1891.	1892.	1893.	1894.	1895.	1891.	1892.	1893.	1894.
	STANDARD GAUGE.														
I	East Indian	1,425	1,310	1,482	1,738	(a) 1,723	6·85	6·91	6·74	6·44	(a) 6·75	0·77	0·75	0·71	0·73
II	Bengal-Nágpur	766	896	965	1,163	906	11·31	9·78	8·65	8·34	8·92	2·04	1·46	1·22	1·06
III	Indian Midland	779	805	882	999	(a) 772	11·36	10·86	10·65	10·37	(a) 10·95	4·29	4·30	3·85	3·47
XII	North Western (state)	2,557	1,815	2,313	2,168	(a) 1,835	11·61	12·57	12·01	11·82	(a) 12·34	4·79	4·94	4·89	4·79
XIV	Oudh and Rohilkhand (state).	1,125	1,302	1,366	1,656	1,840	8·53	6·86	6·66	6·92	7·15	3·97	2·66	2·62	2·88
XV	Eastern Bengal (state)	2,196	1,155	1,653	1,831	1,499	6·81	6·82	6·99	6·53	6·80	1·59	3·22	2·02	1·84
XVIII	East Coast (state)	...	...	...	1,080	782	...	...	10·43	14·50	13·42	...	...	3·80	4·81
XXIV	Great Indian Peninsula.	2,463	2,207	2,373	2,289	(a) 2,051	13·22	12·68	12·62	13·02	(a) 13·63	4·39	3·86	3·70	3·77
XXV	Bombay, Baroda and Central India.	2,743	2,630	1,923	2,068	2,355	12·56	12·41	12·98	14·85	16·39	4·74	3·87	4·01	5·59
XXVI	Madras	1,391	1,439	1,003	1,151	1,164	13·41	11·82	12·22	12·16	12·94	4·56	4·28	4·43	4·67
XXXVI	The Nizam's Guaranteed State.	1,236	1,109	1,029	1,341	(a) 1,358	10·43	9·87	9·24	9·41	(a) 9·87	2·90	2·29	2·00	1·96
	METRE GAUGE.														
XLIII	Bengal and North-Western—														
	Tirhoot section	461	500	595	697	695	4·93	4·50	4·87	4·43	4·39	1·60	1·57	1·54	1·26
	Company's section														
XLV	Rajputana-Malwa	836	850	814	813	848	9·73	9·55	9·47	8·96	10·18	4·45	4·07	3·82	3·87
XLVII	Southern Mahratta	638	626	669	812	(a) 767	8·82	9·02	8·82	8·76	(a) 8·58	3·40	3·19	2·95	2·47
L	South Indian	1,589	1,112	1,086	896	955	9·17	8·83	9·05	8·81	8·96	4·47	3·74	3·70	3·65
LII	Assam-Bengal	...	...	...	...	327	...	..	...	...	6·40	...	...	...	...
LIII	Eastern Bengal (state)—														
	Northern and Behar sections (including the Kaunia-Dharila, 2'-6" gauge, branch).	1,173	773	1,059	791	934	4·88	4·98	5·46	5·45	5·34	Included with the Eastern			
	Dacca section														
LIV	Burma (state)	1,761	1,367	1,899	1,371	1,155	9·84	9·67	9·98	9·78	10·36	3·43	3·16	3·47	3·09
LVIII	Rohilkund and Kumaon (Company's section)	425	391	510	706	536	6·35	6·00	5·00	5·73	6·21	2·86	2·88	2·10	2·22
LXVII	Jodhpore-Bikaneer—														
	Jodhpore section	530	473	412	323	357	7·91	9·26	8·88	9·00	8·04	5·70	5·68	4·74	4·79
	Bickaneer section	5	319	228	253	221	8·50	9·96	9·54	8·66	7·83	6·25	5·55	4·75	4·55
LXIX	Bhávnagar-Gondal-Junágarh-Porbandar.	1,019	1,405	1,162	1,042	1,084	8·41	7·53	8·15	7·82	7·99	3·90	3·38	3·44	3·38

B—*continued.*

principal railways during the years 1891-1895—continued.

DITURE.

Annas.	Repairs of engines and of machinery, tools and plant, per train-mile—Annas.				Carriage and wagon. Total, per train-mile—Annas.					Repairs of stock and of machinery, tools and plant, per train-mile—Annas.					Serial No.	Remarks.
1895.	1891.	1892.	1893.	1894.	1895.	1891.	1892.	1893.	1894.	1895.	1891.	1892.	1893.	1894.	1895.		
(a) 0·91	1·95	1·98	1·87	1·91	(a) 1·86	2·04	2·01	1·91	2·00	(a) 2·11	1·71	1·72	1·62	1·70	(a) 1·82	I	(a) Including branch lines worked.
1·40	2·76	2·03	1·84	1·98	2·09	2·66	1·97	2·43	2·02	2·64	1·71	1·13	1·63	1·25	1·81	II	
(a) 3·37	1·42	1·56	1·82	1·77	(a) 2·27	2·43	2·41	2·66	2·53	(a) 2·89	1·70	1·77	1·96	1·83	(a) 2·10	III	
(a) 5·12	2·28	2·59	2·54	2·59	(a) 2·49	3·90	2·68	3·31	3·65	(a) 2·75	3·20	2·06	2·70	3·01	(a) 2·13	XII	
2·81	1·34	1·29	1·17	1·15	1·24	2·17	2·01	2·08	3·22	3·51	1·68	1·56	1·63	2·83	3·06	XIV	
(a) 2·13	1·61	2·32	1·38	1·34	(a) 1·30	3·25	2·69	3·37	3·65	2·86	2·31	2·89	1·86	1·96	(a) 1·64	XV	
3·79	...	...	1·10	2·43	3·10	...	...	1·28	1·72	1·54	...	...	0·41	0·68	0·63	XVIII	
(a) 3·07	2·40	2·44	2·66	2·89	(a) 3·04	3·42	3·34	3·10	3·00	(a) 2·94	2·48	2·34	2·18	2·18	(a) 1·97	XXIV	
(a) 6·52	1·99	1·97	2·60	3·04	(a) 3·26	3·96	5·19	4·36	3·78	3·56	3·06	3·83	3·08	2·47	(a) 2·40	XXV	
(a) 4·93	4·25	3·24	3·37	3·13	(a) 3·42	3·16	3·28	3·04	4·53	3·74	2·37	2·45	2·21	3·18	(a) 2·72	XXVI	
(a) 2·00	2·30	2·45	2·17	2·31	(a) 2·52	2·39	2·92	2·43	2·34	(a) 3·17	1·74	2·21	1·79	1·71	(a) 2·42	XXXVI	
1·38	0·75	0·87	0·81	0·83	0·78	1·39	1·38	1·29	1·19	1·39	0·93	0·96	0·86	0·77	1·01	XLIII	
(a) 4·16	1·49	1·64	2·03	1·66	(a) 1·86	2·59	1·93	2·32	2·25	2·45	1·98	1·32	1·68	1·68	(a) 1·80	XLV	
(a) 2·42	1·57	2·12	2·13	2·34	(a) 2·35	1·92	2·07	1·59	1·88	(a) 2·02	1·44	1·56	1·16	1·43	(a) 1·57	XLVII	
(a) 3·86	1·85	2·20	2·36	2·10	(a) 1·84	1·57	1·93	2·76	3·13	2·87	1·16	1·64	2·36	2·59	(a) 2·37	L	
2·91	...	...	...	...	0·39	...	...	...	...	1·09	...	...	...	...	0·43	LII	
Bengal (state) railway (standard gauge).						1·41	1·27	1·54	1·42	1·55	Included with the Eastern Bengal (state) railway (standard gauge).					LIII	
3·82	1·50	1·63	1·89	1·90	1·89	2·37	2·07	3·25	3·35	2·77	1·69	1·36	2·26	2·37	1·91	LIV	
2·41	1·10	1·10	0·93	1·16	1·17	1·37	1·67	1·22	1·48	1·87	0·68	1·08	0·73	0·97	1·27	LVIII	
4·37	0·51	1·43	1·71	2·02	1·36	0·62	0·77	1·13	0·68	2·19	0·40	0·45	0·81	0·40	1·82	LXVII	
4·19	1·76	0·84	1·73	1·95	1·32	0·25	0·68	1·07	0·65	2·57	0·09	0·43	0·81	0·38	2·22		
(a) 3·72	1·27	1·20	1·59	1·50	(a) 1·39	1·18	1·44	1·46	1·52	1·47	0·68	0·92	0·99	1·09	(a) 0·98	LXIX	

APPENDIX

Statement showing the general results of working of the

Serial No.	RAILWAY.	TRAFFIC, PER CENT. ON TRAFFIC EARNINGS.					GENERAL, PER CENT. ON GROSS EARNINGS, EXCLUDING STEAM-BOAT.					EXPEN STEAM		
		1891.	1892.	1893.	1894.	1895.	1891.	1892.	1893.	1894.	1895.	1891.	1892.	1893.
	STANDARD GAUGE.													
I	East Indian	5·98	5·77	5·82	5·75	5·82 (a)	3·43	3·57	3·65	3·54	3·29 (a)	64,024	80,829	68,138
II	Bengal-Nágpur	9·81	8·24	8·04	8·18	8·55	11·52	9·82	9·60	9·41	9·60	...	...	...
III	Indian Midland	10·05	9·18	9·62	8·71	10·01 (a)	9·96	9·30	9·62	8·80	10·22 (a)	...	...	...
XII	North Western (state)	7·44	9·51	8·82	7·82	7·76 (a)	3·54	4·39	4·12	3·73	3·46 (a)	80,607	70,139	70,388
XIV	Oudh and Rohilkhand (state).	8·43	7·89	8·24	7·43	7·94	5·09	4·71	4·42	3·85	4·07	...	...	...
XV	Eastern Bengal (state)	10·55	11·66	11·40	10·58	9·94	3·62	4·25	4·25	3·75	3·48	3,36,516	3,27,375	2,91,246
XVIII	East Coast (state)	...	...	19·36	17·60	13·38	...	...	12·63	9·16	8·77	...	...	13,005
XXIV	Great Indian Peninsula	6·69	7·46	8·07	8·66	8·79 (a)	2·88	3·26	3·40	3·85	4·05 (a)	...	...	...
XXV	Bombay, Baroda and Central India.	5·99	5·97	6·09	5·74	5·68	3·62	4·08	3·69	3·61	3·17	...	...	...
XXVI	Madras	9·34	8·93	8·75	8·61	7·54	6·07	5·61	5·35	5·48	5·12	...	...	...
XXXVI	The Nizam's Guaranteed State.	8·06	8·30	8·21	7·31	7·48 (a)	9·59	9·89	9·43	9·01	9·11 (a)	...	...	...
	METRE GAUGE.													
XLIII	Bengal and North-Western—													
	Tirhoot section	8·19	8·95	8·86	8·94	8·75	8·11	8·13	8·02	7·93	8·02	2,78,438	2,16,574	2,20,949
	Company's section													
XLV	Rajputana-Malwa	6·48	6·49	6·77	6·31	6·62	5·35	5·19	5·26	5·01	5·00	...	...	...
XLVII	Southern Mahratta	11·83	11·65	9·78	10·64	10·00 (a)	11·74	12·31	9·87	10·17	9·20 (a)	...	...	...
L	South Indian	7·76	8·85	8·45	8·79	8·26	7·19	7·64	7·28	7·32	7·13	...	...	...
LII	Assam-Bengal	...	...	...	...	22·22	...	...	...	...	24·64	...	...	...
LIII	Eastern Bengal (state)—													
	Northern and Behar sections (including the Kaunia-Dharlia, 2' 6" gauge, branch).	10·08	10·16	9·50	9·00	8·75	4·64	5·40	5·28	4·70	4·59	4,06,152	3,01,642	2,99,738
	Dacca section													
LIV	Burma (state)	10·17	10·22	11·05	11·53	10·70	5·89	5·36	6·09	6·41	6·15	71,913	61,509	73,011
LVIII	Rohilkund and Kumaon (Company's section)	13·06	13·68	11·21	10·22	11·18	11·52	11·59	11·97	10·70	12·50	...	...	...
LXVII	Jodhpore-Bickaneer—													
	Jodhpore section	4·78	4·90	6·45	5·29	6·05	2·57	3·15	4·06	3·39	3·57	...	...	...
	Bickaneer section	6·43	8·62	9·66	8·33	8·40	6·46	4·28	5·52	4·75	4·65	...	...	...
LXIX	Bhávnagar-Gondal-Junágarh-Porbandar.	10·46	10·13	9·16	10·46	10·15	11·85	10·28	8·19	9·66	9·38	...	...	...

B—*continued.*

***principal railways during the years 1891-1895*—continued.**

DITURE—*concluded.*

BOAT—RUPEES.		MISCELLANEOUS (EXCLUDING RENT OF LEASED LINES BUT INCLUDING CONTRIBUTION TO CONSTANT FUND) FOR CENT. ON OTHER EARNINGS, EXCLUDING STEAM-BOAT.					TOTAL—RUPEES.					Serial No.	REMARKS.
1894.	1895.	1891.	1892.	1893.	1894.	1895.	1891.	1892.	1893.	1894.	1895.		
		*	*	*	*	(a)	*	*	*	*	(a) & (b)		(a) Including branch of lines worked, but excluding charges incurred direct by the State in the case of the Great Indian Peninsula railway only. (b) Excluding refund of over-charges by Government Telegraph Department (Rs.96,762). (c) Including Rs1r paid to His Highness the Mir of Sidu for rent of land. * Revised figures.
86,613	1,19,179	2·04	1·71	1·03	2·57	2·36	1,49,78,350	1,48,19,505	1,54,58,275	1,70,54,983	1,76,73,006	I	
...	...	1·07	1·54	1·31	2·16	1·95	27,72,904	30,75,396	31,55,531	34,32,234	33,33,297	II	
...	...	6·78	4·90	5·38	4·71	(a) 5·55	28,10,189	31,29,981	31,69,078	33,55,491	(a) 31,79,429	III	
84,621	75,958	0·96	1·17	1·06	1·03	(a) 1·07	* 2,03,17,804	1,69,41,140	1,94,56,758	1,94,71,361	(a) & (c) 1,96,00,048	XII	
...	...	0·97	1·04	0·98	1·96	1·43	36,21,751	35,26,507	36,98,874	47,82,697	50,38,932	XIV	
2,84,015	1,83,392	1·87	4·77	0·78	2·24	1·84	33,66,195	31,13,317	30,92,012	33,76,299	30,91,134	XV	
37,306	1,11,219	...	...	0·01	2·05	1·36	...	...	2,51,639	13,29,757	15,75,066	XVIII	
...	...	* 2·00	* 2·23	* 2·23	* 1·91	(a) 1·65	* 2,14,72,445	* 1,99,18,158	* 2,02,76,687	* 1,94,67,235	(a) 1,84,87,539	XXIV	
...	...	* 1·32	* 1·86	* 1·45	* 1·51	1·87	* 59,12,649	* 61,13,519	* 55,18,002	* 58,77,510	66,16,004	XXV	
...	...	1·05	1·22	0·81	1·39	0·95	54,38,158	53,32,537	50,83,204	53,73,149	53,39,193	XXVI	
...	...	0·81	0·76	0·75	0·86	(a) 1·08	* 14,88,320	14,26,775	14,82,934	15,63,587	(a) 17,39,039	XXXVI	
1,85,621	2,09,757	0·21	1·69	2·65	1·98	2·19	19,88,347	21,06,870	22,87,448	23,23,359	24,02,854	XLIII	
...	...	0·63	0·59	0·82	0·67	0·67	94,72,504	91,85,679	92,81,585	94,87,375	94,45,319	XLV	
...	...	* 0·77	* 0·96	* 0·79	* 0·88	(a) 1·06	* 40,69,914	* 40,87,920	* 46,66,658	* 52,49,852	(a) 52,97,126	XLVII	
...	...	0·65	0·69	0·80	0·79	0·69	46,07,132	48,61,405	49,56,950	47,36,624	50,03,651	L	
...	...	...	...	...	...	0·01	...	...	...	...	2,22,473	LII	
3,01,645	3,42,727	0·92	2·65	0·97	1·24	0·93	27,77,145	22,09,402	23,23,997	22,85,868	24,44,131	LIII	
71,955	62,036	0·75	0·78	0·86	1·05	1·15	34,83,805	37,14,531	44,80,015	39,64,026	40,08,706	LIV	
...	...	8·95	7·54	6·98	5·81	7·13	5,46,267	6,42,667	6,95,820	8,19,089	7,62,775	LVIII	
...	...	1·24	3·30	0·12	1·02	0·58	2,78,475	4,18,038	3,97,870	4,11,783	4,05,492	LXVII	
...	...	...	2·77	0·24	0·16	0·19	2,415	51,643	40,990	39,826	41,442		
...	...	1·55	1·92	1·52	—0·71	1·40	10,01,477	11,40,302	11,41,221	10,48,953	11,31,002	LXIX	

APPENDIX

Statement showing the general results of working of the

RESULTS EXCLUSIVE OF

Serial No.	RAILWAY.	GROSS EARNINGS, PER TRAIN-MILE—RUPEES.					EXPENDITURE, PER TRAIN-MILE—RUPEES.					NET EARNINGS, PER TRAIN-MILE—RUPEES.				
		1891.	1892.	1893	1894.	1895.	1891.	1892.	1893.	1894.	1895.	1891.	1892.	1893.	1894.	1895.
	STANDARD GAUGE.															
I	East Indian	5'46	4'99	5'00	4'97	(a) 4'85	* 1'33	* 1'46	* 1'50	* 1'55	(a) 1'52	* 3'93	* 3'53	* 3'50	* 3'42	(a) 3'33
II	Bengal-Nágpur	4'73	4'14	4'21	4'16	4'38	2'40	2'09	2'07	2'13	2'12	2'33	2'05	2'14	2'03	2'26
III	Indian Midland	3'20	3'25	3'47	3'71	(a) 3'54	2'16	2'00	2'18	2'16	(a) 2'25	1'04	1'25	1'29	1'55	(a) 1'29
XII	North Western (state)	3'55	3'34	3'33	3'52	(a) 3'79	* 2'21	2'13	2'21	2'12	(a) 2'02	* 1'34	* 1'21	1'12	1'40	(a) 1'77
XIV	Oudh and Rohilkhand (state)	3'77	3'50	3'31	3'43	3'45	1'59	1'45	1'41	1'56	1'69	2'18	2'05	1'90	1'87	1'76
XV	Eastern Bengal (state)	4'63	4'05	4'23	4'69	4'85	2'01	1'68	1'73	1'81	1'68	2'62	2'37	2'50	2'88	3'17
XVIII	East Coast (state)	...	...	1'66	2'79	2'58	...	...	1'37	2'47	2'03	...	...	0'29	0'32	0'55
XXIV	Great Indian Peninsula	4'34	4'16	3'92	3'95	(a) 3'86	* 2'06	* 2'04	* 2'05	* 2'12	(a) 2'11	* 2'28	* 2'12	* 1'87	* 1'83	a) (1'75
XXV	Bombay, Baroda and Central India.	5'46	5'61	6'21	6'47	6'72	* 2'28	* 2'41	* 2'27	* 2'39	2'53	* 3'18	* 3'20	* 3'94	* 4'08	4'19
XXVI	Madras	3'70	3'82	3'97	4'10	4'41	2'15	2'12	1'92	2'13	2'10	1'55	1'70	2'05	1'97	2'31
XXXVI	The Nizam's Guaranteed State	4'39	4'62	4'51	4'84	(a) 4'49	* 2'35	2'37	* 2'19	* 2'33	(a) 2'29	* 2'04	2'25	2'32	* 2'51	(a) 2'20
	METRE GAUGE.															
XLIII	Bengal and North-Western—															
	Tirhoot section	2'93	2'89	2'98	3'03	3'01	1'11	1'16	1'27	1'27	1'26	1'82	1'73	1'71	1'76	1'75
	Company's section															
XLV	Rajputana-Malwa	3'24	3'32	3'44	3'59	3'73	1'41	1'36	1'41	1'34	1'50	1'83	1'96	2'03	2'16	2'23
XLVII	Southern Mahratta	2'50	2'48	2'58	2'47	(a) 2'64	1'65	1'70	1'54	1'62	(a) 1'58	0'85	0'78	1'04	0'85	(a) 1'06
L	South Indian	2'42	2'35	2'53	2'55	2'68	1'58	1'48	1'55	1'50	1'50	0'84	0'87	0'98	1'05	1'18
LII	Assam-Bengal	...	...	...	...	1'34	...	...	...	...	1'39	...	...	...	...	—0'05
LIII	Eastern Bengal (state)—															
	Northern and Behar sections (including the Kaunia-Dharlla, 2' 6" gauge, branch).	3'15	2'83	3'13	3'29	3'29	1'76	0'29	1'04	1'24	1'26	1'39	1'55	2'09	2'05	2'03
	Dacca section															
LIV	Burma (state)	3'49	3'72	3'45	3'32	3'34	2'08	1'92	2'27	2'07	1'97	1'41	1'80	1'18	1'25	1'37
LVIII	Rohilkund and Kumaon (Company's section)	2'64	2'87	2'17	2'69	2'64	1'64	1'65	1'31	1'54	1'64	1'00	1'22	0'86	1'15	1'00
LXVII	Jodhpore-Bickaneer—															
	Jodhpore section	2'58	3'10	2'88	3'25	3'29	1'17	1'37	1'37	1'24	1'37	1'41	1'73	1'51	2'01	1'92
	Bickaneer section	1'61	1'95	2'07	2'51	2'70	0'76	1'31	1'27	1'15	1'29	0'85	0'64	0'80	1'26	1'41
LXIX	Bhávnagar-Gondal-Junágarh-Porbandar.	3'19	3'20	3'54	3'45	3'30	2'16	2'31	1'99	1'97	2'03	1'03	0'89	1'55	1'48	1'47

B—*continued.*

***principal railways during the years 1891-1895*—continued.**

STEAM-BOAT SERVICE. Average Gross Earnings, per mean mile worked per week—Rupees.					Capital expended on open line, inclusive of rolling-stock and steam-boat but excluding suspense—Rupees.				Serial No.	Remarks.
1891.	1892.	1893.	1894.	1895.	1891.	1892.	1893.	1894.	1895.		
615	536	541	561	(a) 563	35,22,43,240	37,53,16,917	37,80,23,518	38,43,34,517	(a) & (b) 38,91,42,569	I	(a) Including branch lines worked.
130	141	144	149	153	8,51,80,388	9,02,86,954	9,49,30,443	9,53,27,024	9,59,72,963	II	(b) Including ₹5,76,918 on account of interest on capital during construction.
115	130	129	147	(a) 117	8,15,71,338	9,07,79,753	9,20,25,869	9,34,14,815	(a) 10,52,69,332	III	(c) Including the state outlay on the Pátri branch (₹8,08,405).
261	208	229	253	(a) 267	* 39,46,00,920	41,46,87,574	* 41,25,49,345	41,39,01,642	(a) 42,46,27,139	XII	(d) Including ₹ 10,90,014 on account of interest on capital during construction.
238	237	239	262	248	9,04,92,957	9,06,20,467	9,31,68,289	10,06,10,377	10,21,25,180	XIV	(e) Including ₹41,029 on account of interest on capital during construction.
596	520	526	621	649	5,59,86,968	5,71,09,557	5,74,37,089	5,77,10,480	5,88,60,111	XV	
...	...	68	98	90	...	...	1,70,47,026	3,06,57,378	4,44,94,250	XVIII	* Revised figures.
584	525	501	468	(a) 436	* 28,81,84,362	28,91,63,626	28,99,93,213	29,08,99,653	(a) 29,18,77,161	XXIV	
590	594	630	665	732	9,34,43,154	9,37,77,980	9,46,52,623	9,58,99,760	(c) 9,81,81,804	XXV	
214	221	241	237	257	11,62,45,354	11,69,03,761	11,74,85,956	11,77,41,334	11,81,25,872	XXVI	
151	151	136	177	(a) 185	* 3,95,30,288	4,02,42,786	5,03,64,158	4,10,00,224	(a) 4,12,06,123	XXXVI	
121	120	123	130	133	2,33,67,592 2,51,14,472	2,36,38,810 2,67,78,556	2,46,18,894 2,79,27,906	2,47,54,385 2,81,51,325	2,53,21,347 (d) 2,86,22,717	XLIII	
252	257	259	285	269	12,57,04,691	12,61,86,902	12,65,57,851	12,72,94,046	12,77,45,036	XLV	
87	83	99	99	(a) 109	10,87,28,704	11,01,16,447	11,85,84,972	11,91,42,140	(a) 11,99,29,774	XLVII	
153	137	149	148	165	6,32,42,123	7,45,74,660	7,30,26,233	7,37,84,917	7,39,64,242	L	
...	...	...	...	64	...	...	...	...	93,38,954	LII	
181	152	168	179	187	4,37,75,804	4,57,39,834	4,62,61,960	4,64,34,760	4,67,08,500	LIII	
193	197	178	161	169	5,35,58,537	6,11,09,166	6,20,95,477	6,32,79,885	7,17,83,898	LIV	
72	81	81	99	84	95,17,422	97,22,003	1,02,97,951	1,04,96,009	(e) 1,05,61,875	LVIII	
65	74	52	65	58	47,62,091	47,61,590	64,24,467	64,22,872	64,06,374	LXVII	
36	34	30	35	38	14,32,706	9,48,622	9,65,771	9,69,407	9,70,535		
85	91	117	106	113	1,67,11,505	1,68,12,743	1,68,84,909	1,69,79,643	1,72,31,178	LXIX	

APPENDIX

Statement showing the general results of working of the

Serial No.	RAILWAY.	NET EARNINGS—RUPEES.				
		1891.	1892.	1893.	1894.	1895.
	STANDARD GAUGE.					
I	East Indian	3,46,89,126	3,56,97,538	3,58,18,811	3,72,78,188	(a) 3,82,31,995
II	Bengal-Nágpur	26,84,452	30,08,166	32,62,220	32,58,474	35,41,443
III	Indian Midland	13,52,172	19,48,540	18,83,372	24,08,395	(a) 18,23,669
XII	North Western (state)	1,21,48,293	94,94,525	98,11,974	1,28,42,736	(a) 1,71,05,375
XIV	Oudh and Rohilkhand (state)	49,42,458	50,16,330	50,17,053	57,36,139	52,55,947
XV	Eastern Bengal (state)	43,53,163	39,11,578	39,77,473	49,95,544	55,01,903
XVIII	East Coast (state)	...	...	45,484	1,50,921	3,29,185
XXIV	Great Indian Peninsula	2,37,82,888	2,07,47,469	1,85,37,054	1,68,07,061	(a) 1,53,02,654
XXV	Bombay, Baroda and Central India	82,25,320	81,30,959	95,78,043	1,00,70,974	1,09,37,063
XXVI	Madras	39,06,529	42,92,132	54,21,742	49,47,863	58,69,214
XXXVI	The Nizam's Guaranteed State	12,87,918	13,53,866	15,78,671	16,93,298	(a) 16,72,269
	METRE GAUGE.					
XLIII	Bengal and North-Western—					
	Tirhoot section	29,77,841	30,17,069	30,07,927	32,36,188	32,57,825
	Company's section					
XLV	Rajputana-Malwa	1,23,17,063	1,32,14,775	1,32,89,100	1,53,54,164	1,39,95,262
XLVII	Southern Mahratta	20,73,559	18,53,156	31,53,380	27,37,595	(a) 35,40,902
L	South Indian	24,29,624	28,53,591	31,35,465	32,92,562	39,11,296
LII	Assam-Bengal	...	...	...	...	—8,947
LIII	Eastern Bengal (state)—					
	Northern and Behar sections (including the Kaunia-Dharlia, 2' 6" gauge, branch)	21,78,938	23,22,149	26,57,665	33,58,015	34,72,571
	Dacca section					
LIV	Burma (state)	23,71,391	33,86,087	22,42,492	23,23,328	27,02,356
LVIII	Rohilkund and Kumaon— (Company's section)	3,33,884	4,73,816	4,58,966	6,12,494	4,67,663
LXVII	Jodhpore-Bickaneer—					
	Jodhpore section	3,34,364	5,28,941	4,33,895	6,69,373	5,69,246
	Bickaneer section	2,724	24,904	25,735	40,447	45,096
LXIX	Bhávnagar-Gondal-Junágarh-Porbandar	4,75,786	4,37,876	3,88,708	7,91,334	8,21,219

B—*concluded.*

principal railways during the years 1891-1895—concluded.

Percentage of working expenses on gross earnings.					Per cent. of net earnings per annum on capital expenditure on open line, including steam-boat, but excluding suspense.					Serial No.	Remarks.
1891.	1892.	1893.	1894.	1895.	1891.	1892.	1893.	1894.	1895.		
* 30·16	* 29·34	* 30·15	* 31·39	(a) 31·61	* 9·85	* 9·51	* 9·48	9·70	(a) 9·82	I	(a) Including branch lines worked.
50·81	50·55	49·17	51·30	48·48	3·15	3·33	3·44	3·42	3·69	II	(b) Based on outlay excluding expenditure on quarry and dock estates lines.
67·51	61·63	62·72	58·22	(a) 63·55	1·66	2·15	2·05	2·58	(a) 1·73	III	* Revised figures.
* 62·38	64·08	66·48	60·26	(a) 53·40	* 3·08	2·29	* 2·38	3·10	(a) 4·03	XII	
42·29	41·28	42·44	45·47	48·95	5·46	5·54	5·38	5·70	5·15	XV	
43·61	44·32	43·74	40·33	35·97	7·82	6·85	6·93	8·66	9·35	XV	
...	...	84·69	89·81	82·71	...	...	0·27	0·49	0·74	XVIII	
* 47·45	* 48·98	* 52·24	* 53·67	(a) 54·71	* 8·25	* 7·17	* 6·39	* 5·78	(a) 5·24	XXIV	
* 41·82	* 42·92	* 36·55	* 36·85	37·69	* 8·80	* 8·67	* 10·12	10·50	11·14	XXV	
58·20	55·40	48·39	52·06	47·64	3·36	3·67	4·62	4·20	4·97	XXVI	
* 53·61	51·31	48·44	48·01	(a) 50·98	* 3·26	3·36	3·13	4·13	(a) 4·06	XXXVI	
40·04	41·12	43·20	41·79	42·45	6·14	5·98	5·72	6·12	6·04	XLIII	
43·47	41·01	41·12	38·19	40·29	9·80	10·47	10·50	12·06	10·96	XLV	
66·26	68·82	59·68	65·73	(a) 59·94	* 1·91	* 1·68	2·66	2·30	(a) 2·95	XLVII	
65·47	63·01	61·12	58·99	56·13	3·84	3·83	4·29	4·46	5·29	L	
...	...	...	...	103·75	...	...	...	...	...	LII	
56·03	48·76	46·65	40·50	41·31	4·98	5·08	5·74	7·23	7·43	LIII	
59·50	52·31	66·64	63·05	59·73	4·43	5·54	3·61	3·67	3·76	LIV	
67·53	57·56	60·26	57·22	61·99	* 3·51	4·87	4·46	5·84	4·43	LVIII	
45·44	44·14	47·83	38·09	41·60	8·03	11·11	6·75	10·42	8·89	LXVII	
47·00	67·47	61·43	49·61	47·89	0·19	2·63	2·66	4·17	4·65		
67·79	72·25	56·22	57·00	57·93	2·85	2·60	5·26	4·66	(b) 4·77	LXIX	

Statement showing the mileage, age, cost and general results

[Steam-boat earnings and expenses, and

Serial Number.	Railway.	Miles open at end of the year.	Mean mileage worked during the year, including foreign lines worked over.	Mean age of line at end of the year.	Capital outlay at end of the year.	Cost, per mile open.	Gross earnings.	Working expenses, including rent of leased lines and contribution to the Provident Fund.	Net earnings.	Percentage on capital cost. Gross earnings.	Working expenses (included in the cost of construction) to Provident Fund.	Net earnings.	Gross earnings per mean mile worked per week.	Per cent. of working expenses (including rent of leased lines and contribution to Provident Fund, on gross earnings).
	STANDARD GAUGE	Miles.	Miles.	Years.	₹	₹	₹	₹	₹				₹	
	State lines worked by companies.													
I	East Indian . .	1,700·19	1,721·31	29·83	37,09,85,251	2,18,202	5,40,13,754	1,67,03,413	3,73,10,341	14·56	4·30	10·06	603	30·92
II	Bengal-Nágpur . .	860·88	862·33	7·27	9,59,72,969	1,11,482	68,74,740	33,33,297	35,41,443	7·16	3·47	3·69	153	48·49
III	Indian Midland . .	679·12	697·75	8·21	8,64,26,943	1,27,307	44,91,767	28,43,346	16,48,361	5·20	3·29	1·91	124	63·30
IV	Bhopal-Itarsi (British section) . .	13·11	13·11	23·23	22,47,963	1,71,469	1,42,658	96,544	46,114	6·33	4·29	2·06	209	67·68
V	Godhra Rutlam-Nagda (open section). .	115·33	115·32	2·91	1,54,64,806	1,34,092	11,02,393	6,28,460	4,73,933	7·13	4·06	3·07	184	57·01
VI	Wardha Coal . .	44·28	(a)	19·66	49,90,794	1,11,203	(b) 77,848	(c) 1,488	76,361	...	...	1·72	...	...
VII	Dhond-Manmád . .	145·44	(a)	17·74	1,12,57,170	77,401	(b) 4,21,207	(c) 12,973	4,08,234	...	...	3·63	...	...
VIII	East Coast (state) (Bezwada extension) . .	20·58	(d)	6·89	14,31,642	69,565	(b)95,119	...	95,119	...	...	6·64	...	...
	State lines worked by the State.	(e)	(f)			(g)				(h)	(h)			
XII	North Western (state)	2,477·23	2,469·62	16·71	41,08,01,073	1,59,478	3,51,63,040	1,86,95,427	1,64,48,513	8·53	4·54	4·00	274	53·20
XIII	Hyderabad-Shadnpalli	58·91	58·91	3·37	47,49,916	1,61,139	1,81,330	46,609	2·66	6·98	2·63	4·35	53	72·28
XIV	Oudh and Rohilkhand (state) . .	707·18	707·18	18·28	10,21,25,180	1,25,108	1,02,94,880	50,38,932	52,55,948	10·03	4·93	5·15	248	48·95
XV	Eastern Bengal (state)	249·22	248·78	25·97	5,70,30,204	2,28,835	84,00,468	29,07,742	54,92,666	14·73	5·10	9·63	649	34·61
XVI	Bengal Central . .	125·01	125·01	12·20	1,00,99,721	80,767	9,47,391	5,48,582	3,98,809	9·38	5·43	3·95	146	57·90
XVII	Calcutta Port Commissioners . .	8·53	8·53	14·09	65,14,893	7,63,762	3,87,560	2,10,421	1,77,139	5·95	3·23	2·72	874	54·29
XVIII	East Coast (state) . .	(i)426·89	395·88	1·94	4,43,04,829	1,03,785	18,91,263	14,63,847	3,97,416	4·20	3·30	0·90	90	78·05
	Lines worked by guaranteed companies.		(j)							(k)	(k)			
XXIV	Great Indian Peninsula	1,286·93	1,400·23	31·33	27,46,65,307	2,13,427	3,37,90,193	1,90,51,761	1,47,38,432	11·68	6·53	5·37	436	56·38
XXV	Bombay, Baroda and Central India . .	460·90	460·90	29·34	9,81,81,804	2,13,022	1,75,53,067	66,16,004	1,09,37,063	17·88	6·74	11·14	732	37·69
XXV.	Madras . . .	839·22	839·22	31·70	11,81,25,872	1,40,757	1,12,08,497	53,29,676	58,78,731	9·49	4·51	4·98	257	47·55
	Assisted companies				(l)									
XXVII	Delhi-Umballa-Kalka	161·40	161·40	4·84	1,54,83,590	95,899	14,60,519	7,01,049	7,59,470	9·44	4·34	4·90	174	48·00
XXVIII	Tarkeswar . . .	22·23	22·23	11·00	17,33,340	78,273	3,08,138	1,49,065	1,59,091	17·58	8·50	9·08	267	48·37
	Lines owned by native states and worked by companies.													
XXXI	Khámgaon . .	7·55	(a)	25·83	5,20,465	68,936	(b) 26,030	...	26,030	...	...	5·00	...	...
XXXII	Amráoti . . .	5·44	(a)	24·87	4,43,425	81,512	(b) 39,137	(c) 885	38,252	...	...	8·63	...	...
XXXII	Bina-Goonja . .	72·11	48·45	0·67	49,60,885	68,729	48,791	26,503	22,198	0·98	0·53	0·45	19	54·32
XXXIV	Bhopal-Ujjain . .	113·52	15·86	0·14	66,03,541	58,171	1,958	970	979	0·03	0·01	0·02	2	50·00
XXXIII	Bhopal-Itarsi (Native state section) . .	44·26	44·04	11·05	59,00,000	1,12,918	3,18,074	2,15,253	1,02,821	6·36	4·30	2·06	138	67·67
XXXV	The Nizam's Guaranteed State	332·32	(m) 354·76	(n) 13·02	3,97,74,481	1,19,687	34,11,308	18,34,158	15,77,150	(o) 8·28	(o) 4·45	3·83	185	53·77
X XXVII	The Gackwar's Petlád	13·15	13·33	5·66	7,13,331	51,413	73,891	27,307	46,584	10·36	3·83	6·53	106	36·96
XXXVIII	Kolar Gold-fields . .	10·00	10·00	1·59	6,38,345	63,854	1,52,933	86,574	66,359	23·23	13·15	10·08	294	56·60
	Lines owned by native states and worked by state railway agency.													
XL	Rájpura-Bhatinda	107·94	107·94	6·94	66,82,915	61,913	13,18,902	7,25,396	5,93,506	19·74	10·85	8·89	235	55·00
XLI	Jammu and Kashmir (Native state section)	15·02	(p)	5·80	9,60,011	60,302	(b) 18,263	...	18,263	...	...	1·90	...	...
	TOTAL AND AVERAGE.	11,215·86	11,081·28	19·39	1,79,56,18,865	(q) 1,58,730	19,41,52,566	8,73,70,614	10,67,81,936	10·81	4·86	5·95	337	45·00

(a) Included with the Great Indian Peninsula railway.
(b) Represents the amount received as rent for the lease of this line.
(c) Expenditure incurred direct by the State.
(d) Included with the Nizam's Guaranteed State railway.
(e) Excluding portion of the old Quetta loop (98·67 miles), which is under reconstruction on a new alignment, but including 6·13 miles (Mecan Meer chord and Ferozepore cantonment to Hussainiwala) *used for military traffic only.*
(f) Including the Jammu and Kashmir (Native state section) but excluding 6·13 miles used for military traffic only,—*vide* remark (e).
(g) Calculated on 2,573·20 miles, including 98·67 miles of the old Quetta loop, which is now under reconstruction on a new alignment.
(h) Including the Jammu and Kashmir railway (Native state section).
(i) Excluding 2·09 miles of metre gauge line.
(j) Including the mileage of the branch lines worked by the company.
(k) Including the Wardha Coal, the Dhond-Manmád, the Khámgaon and the Amráoti railways.
(l) Including interest on capital during construction (*Rs.*7,60,018).
(m) Including 2·19 miles (Trimulgherry troop siding) used for military traffic only.
(n) Including the Bezwada extension of the East Coast (state) railway, and 3·10 miles of the home line worked over twice by each train, but excluding 2·19 miles used for military traffic only.
(o) Including the Bezwada extension of the East Coast (state) railway.
(p) Included with the North Western (state) railway.
(q) Calculated on 11,314·35 miles.

DIX C.

of working of Indian railways for the year 1895.

suspense items have been excluded.]

Serial number.	RAILWAY.	Miles open at end of the year.	Mean mileage worked during the year, including foreign lines worked over.	Mean age of line at end of the year.	Capital outlay at end of the year.	Cost, per mile open.	Gross earnings.	Working expenses, including rent of leased lines and contribution to the Provident Fund.	Net earnings.	PERCENTAGE ON CAPITAL COST.			Gross earnings per mean mile worked per week.	Per cent. of working expenses (including rent of leased lines and contribution to the Provident Fund) to gross earnings.
										Gross earnings.	Working expenses (including rent of leased lines and contribution to the Provident Fund.	Net earnings.		
	METRE GAUGE.	Miles.	Miles.	Years.	£	£	£	£	£				£	
	State lines worked by companies.													
	Bengal and North-Western.													
XLIII	Tirhoot section .	341·80	341·80	11·87	2,47,76,252	72,488	} 52,25,906	21,53,097	30,32,809	10·08	4·23	5·85	133	41·97
XLIV	Company's section .	414·50	414·50	10·12	(a) 2,70,82,656	65,338								
	Rohilkund and Kumaon (Lucknow-Bareilly section) .	231·17	215·90	7·33	(b) 84,66,124	36,709	8,25,934	5,11,245	3,14,689	9·73	6·02	3·71	74	61·90
XLV	Rajputana-Malwa .	1,673·94	1,673·94	10·30	12,77,45,026	76,314	2,34,40,581	1,39,96,262	94,45,319	18·35	7·39	10·96	269	40·29
XLVI	Pálanpur-Deesa .	17·28	17·28	2·15	4,00,374	23,170	38,182	15,337	22,845	9·54	3·83	5·71	42	40·17
XLVII	Southern Mahratta .	1,042·04	1,045·03	9·42	9,41,68,496	90,369	64,68,011	38,57,901	26,10,110	6·87	4·10	2·77	119	59·65
XLIX	Guntakal-Mysore frontier	119·50	119·50	3·13	58,71,739	49,139	4,39,329	2,57,672	1,81,657	7·48	4·39	3·09	71	58·65
	Southern Mahratta (Mysore section) .	296·00	296·00	9·78	1,45,25,023	49,071	15,78,281	9,42,539	6,35,742	10·87	6·49	4·38	103	59·72
L	South Indian .	1,041·50	1,041·59	16·07	7,39,84,341	71,011	59,14,937	30,03,655	29,11,282	12·05	6·76	5·29	165	56·13
LI	Mayavaram-Mutupet .	53·99	53·99	1·50	24,47,338	45,329	2,47,094	1,40,355	93,664	9·89	6·06	3·83	86	61·30
LII	Assam-Bengal .	129·49	64·84	0·50	93,38,934	73,054	2,14,426	2,22,473	—8,047	2·30	2·38	—0·08	64	103·75
	State lines worked by the State.													
LIII	Eastern Bengal (-tate)—Northern and Behar sections (including the Kaunia-Dharila, 2′ 6″ gauge, branch)	478·51	478·52	12·76	3,90,45,077	81,597	49,49,177	18,24,399	31,15,778	12·65	4·67	7·98	199	36·93
	Dacca section .	85·92	85·92	10·48	67,53,422	78,582	5,38,930	2,77,005	2,61,925	8·00	4·12	3·88	126	51·49
LIV	Burma (state) .	834·20	762·91	8·70	7,10,91,076	85,222	67,04,509	39,46,670	27,57,839	9·43	5·55	3·88	169	58·87
	Assisted companies.													
LVII	Dooghar .	4·79	4·79	12·88	2,86,180	59,745	33,612	18,304	15,308	11·74	6·40	5·34	130	54·46
LVIII	Rohilkund and Kumaon (Company's section) .	53·98	65·92	11·25	20,75,751	38,497	4,04,504	2,51,530	1,52,974	19·49	12·12	7·37	118	62·18
LIX	Bengal Doors .	36·40	36·40	2·74	(c)21,85,488	60,041	2,37,417	97,747	1,39,670	10·86	4·47	6·39	125	41·17
LX	Dhrangadhra .	77·50	77·50	11·99	72,04,139	92,957	6,01,142	3,31,599	2,69,543	8·34	4·60	3·74	149	55·16
	Lines owned by native states and worked by companies.													
LXII	The Gaekwar's Mehsana .	92·63	92·63	5·82	32,55,044	35,140	3,38,445	1,36,004	2,02,441	10·40	4·18	6·22	70	40·18
LXIV	Jodhpore section .	29·07	29·07	4·70	23,69,206	81,500	1,21,140	70,141	51,007	5·11	2·96	2·15	80	57·90
LXV	Vesvantpur-Mysore frontier .	51·35	51·35	2·59	23,93,551	46,612	1,92,159	1,12,279	79,887	8·03	4·69	3·34	72	58·43
LXVI	Mysore-Nanjangud .	15·25	15·25	4·08	6,01,758	39,460	39,100	22,668	16,432	6·49	3·77	2·72	49	57·91
	Lines owned and worked by native states.													
LXVII	Jodhpore-Bickaneer—Jodhpore section .	320·50	320·50	6·38	(d) 64,06,874	19,989	9,74,738	4,03,492	5,69,246	15·21	6·33	8·88	58	41·60
	Bickaneer section .	43·50	43·50	4·06	9,70,535	22,311	86,538	41,442	45,096	8·92	4·27	4·65	38	47·89
LXVIII	Ondeypore-Chitore .	60·31	25·28	0·42	13,39,850	22,210	54,702	35,924	18,778	4·08	2·68	1·40	42	65·67
LXIX	Bhávnagar-Gondal-Junagarh-Porbandar .	333·46	333·46	11·43	1,72,31,178	(e) 52,381	19,52,221	11,31,002	8,21,219	11·33	6·56	4·77	113	57·93
LXX	Jetalsar-Rajkot .	46·23	46·23	2·72	14,98,463	32,413	1,83,338	1,05,890	77,448	12·24	7·07	5·17	76	57·76
	TOTAL AND AVERAGE .	7,924·84	7,753·49	11·39	55,34,84,343	(f) 69,881	6,47,89,491	3,14,05,679	3,33,83,722	11·71	5·67	6·04	161	48·47
	SPECIAL GAUGES.													
	State line worked by the State.													
LXXVII	Jorhát (2′ 0″) .	28·00	26·64	10·64	8,10,172	28,935	84,696	65,977	18,719	10·45	8·14	2·31	61	77·81
	Assisted company.													
LXXVIII	Darjeeling-Himalayan (2′ 0″) .	51·00	51·00	15·12	30,86,094	60,512	7,39,618	3,76,618	3,63,000	23·97	12·20	11·77	279	50·92
	Line owned by native state and worked by company.													
LXXX	The Gaekwar's Dabhoi (2′ 6″) .	71·66	71·66	16·01	18,72,862	26,135	2,34,473	1,37,710	96,763	12·52	7·35	5·17	63	58·73
	Line owned by native state and worked by state railway agency.													
LXXXII	Cooch Behar (2′ 6″) .	22·12	22·12	2·30	7,03,714	31,813	53,174	33,974	19,200	7·56	4·83	2·73	4·5	63·89
	Line owned and worked by native state.													
LXXXIII	Morvi (2′ 6″) .	94·36	94·36	8·34	23,29,426	24,687	3,69,972	1,69,845	2,00,127	15·88	7·29	8·59	75	45·91
	TOTAL AND AVERAGE .	267·14	265·78	11·43	88,02,269	32,956	14,81,933	7,84,124	6,97,809	16·84	8·91	7·93	107	52·91
	GRAND TOTAL AND AVERAGE	19,407·66	19,101·13	16·13	(g) 2,35,52,14,481	1,20,023	26,04,23,000	11,95,60,413	14,08,63,487	11·06	5·07	5·97	267	48·01

(a) Including interest on capital during construction (R10,00,014).
(b) Including interest on capital during construction (R41,029).
(c) Including interest on capital during construction (R37,876).
(d) The decrease as compared with the last year's report is due to certain credits
(e) Calculated on the mileage of the home line, viz., 328·96 miles.
(f) Calculated on 7,920·34 miles.
(g) Calculated on 19,501·83 miles.

APPENDIX D.

Statement of Indian railways, and of steam tramways outside municipal limits, constructed and in progress on the 31st March 1896.

INDEX.

Railway.	Classification.	Serial No.
A		
Ahmedabad-Parantij	Assisted company	LXI
Amraoti	Line owned by native state and worked by company	XXXII
Assam-Bengal	State line worked by company	LII
B		
Barsi	Assisted company	LXXIX
Bengal and North-Western*	State line worked by company	XLIII
Bengal Central*	State line worked by the State	XVI
Bengal Dooars	Assisted company	LIX
Bengal-Nagpur	State line worked by company	II
Bengal-Nagpur extensions	State line worked by company	XI
Bezwada extension (East Coast (state) railway)	State line worked by company	VII
Bezwada-Madras (Ennûr-Beruwada section)	State line worked by the State	XX
Bezwada-Madras (Madras-Ennûr section)	State line worked by company	IX
Bhávnagar-Gondal-Junágarh-Porbandar	Line owned and worked by native states	LXIX
Bhopal-Itárai (British section)	State line worked by company	IV
Bhopal-Itárai (Native state section)	Line owned by native state and worked by company	XXXV
Bhopal-Ujjain	Line owned by native state and worked by company	XXXIV
Bina-Goona	Line owned by native state and worked by company	XXXIII
Bina-Goona (Goona-Bara extension)	Line owned and worked by native State	XLII
Bombay, Baroda and Central India	Line worked by guaranteed company	XXV
Burma (state)	State line worked by the State	LIV
C		
Calcutta Port Commissioners'	State line worked by the State	XVII
Cawnpore-Burhwal (Rámnagar) (metre gauge link)	State line worked by the State	LV
Cooch Behar	Line owned by native state and worked by State railway agency	LXXXII
D		
Darjeeling-Himalayan	Assisted company	LXXVIII
Delhi-Umballa-Kalka	Assisted company	XXVII
Deoghur	Assisted company	LVII
Dhond-Manmád	State line worked by company	VII
Dibru-Sadiya	Assisted company	LX
E		
East Coast (state)	State line worked by the State	XVIII
Eastern Bengal (state)—		
Dacca section	State line worked by the State	LIII
Northern and Behar sections, (including the Kaunia-Dhurlia, 2' 6" gauge branch).		
Standard gauge sections		XV
East Indian	State line worked by company	I
East Indian railway extensions (Moghal Sarai-Gya)	State line worked by company	X
G		
Gaekwar's Dabhoi	Line owned by native state and worked by company	LXXX
Gaekwar's Mehsána	Line owned by native state and worked by company	LXIII
Gaekwar's Petlád	Line owned by native state and worked by company	XXXVII
Godhra-Ratlam-Nagda	State line worked by company	V
Great Indian Peninsula	Line worked by guaranteed company	XXIV
Guntakal-Mysore frontier	State line worked by company	XLVII
H		
Hyderabad-Shadipalli	State line worked by the State	XIII
I		
Indian Midland	State line worked by company	III
J		
Jammu and Kashmir (Native state section)	Line owned by native state and worked by State railway agency	XLI
Jetalsar-Rájkot	Line owned and worked by native state	LXX
Jodhpore-Bikaneer	Line owned and worked by native state	LXVII
Jodhpore-Bikaneer railway extension (Bikaneer-Khari)	Line owned and worked by native state	LXXI
Jorhát	State line worked by the State	LXXVII

Railway.	Classification.	Serial No.
K		
Karikal-Peralam	Foreign line	LXXVI
Khamgáon	Line owned by native state and worked by company	XXXI
Kolar Gold-fields	Line owned by native state and worked by company	XXXVIII
Kolhápur	Line owned by native state and worked by company	LXIV
Kotri-Rohri (Chord line)	State line worked by the State	XXI
L		
Lucknow-Bareilly section, Rohilkund and Kumaon railway	State line worked by company	XLIV
M		
Madras	Line worked by guaranteed company	XXVI
Mandalay Kunlon	State line worked by the State	LVI
Mári-Attock	State line worked by the State	XXIII
Mayavaram-Mutupet	State line worked by company	LI
Morvi	Line owned and worked by native state	LXXXIII
Mushkaf-Bolán	State line worked by the State	XXII
Mysore-Nanjangúd	Line owned by native state and worked by company	LXVI
Mysore section, Southern Mahratta railway	State line worked by company	XLIX
N		
Nagda-Ujjain	Line owned by native state and worked by company	XXXIX
Nilgiri	Assisted company	LXII
Nizam's Guaranteed State	Line owned by native state and worked by company	XXXVI
North Western (state)	State line worked by the State	XII
O		
Oodeypore-Chitor	Line owned and worked by native state	LXVIII
Oudh and Rohilkhand (state)	State line worked by the State	XIV
P		
Pálanpur-Deesa	State line worked by company	XLVI
Pondicherry	Foreign line	LXXV
R		
Rae Bareli-Benares	State line worked by the State	XIX
Rájkot-Jamnagar	Line owned and worked by native state	LXXIII
Rajpipla (Anklesvar-Párdi section)	Line owned by native state and worked by company	LXXXI
Rájpura-Bhatinda	Line owned by native state and worked by State railway agency	XL
Rajputana-Malwa	State line worked by company	XLV
Rohilkund and Kumaon (Company's section)	Assisted company	LVIII
S		
Shadipalli-Balotra (Balotra Jodhpore frontier section)	Line owned and worked by native state	LXXII
South Behar (Luckeeserai-Gya)	Assisted company	XXIX
Southern Mahratta	State line worked by company	XLVI
Southern Punjab (Delhi-Sanásata)	Assisted company	XXX
South Indian	State line worked by company	L
T		
Tarkessur	Assisted company	XXVIII
Tirhoot section, Bengal and North-Western railway	State line worked by company	XLIII
Tramways outside municipal limits	...	See after No. LXXXIII
W		
Wardha Coal	State line worked by company	VI
West of India Portuguese	Foreign line	LXXIV
Y		
Yesvantpur-Mysore frontier	Line owned by native state and worked by company	LXV

* Although for convenience classed amongst the state railways, the company's section of this line is the property of the Bengal and North-Western Railway Company.
Bengal Central

APPENDIX

Railways constructed and in STATE LINES WORKED

Standard gauge.

No.	Name of line and mileage sanctioned.		Total mileage.	Date of opening for public traffic.		
1	**East Indian—**	Miles.	Miles.	*Main line—*		Miles.
	Main line—			Howrah to Hooghly	15-8-54*	23·23
	Howrah to Khána junction	74·48		Hooghly to Pundooah	1-9-54*	14·31
	Khána junction to Luckeeserai junction	187·20		Pundooah to Khána junction	3-2-55*	36·94
	Luckeeserai junction to Allahabad	303·33		Khána junction to Raneegunge	3-2-55*	45·71
	Allahabad to Delhi	390·27		Raneegunge to Siársol	21-7-63*	1·70
		955·28		Siársol to Sitarámpur	1-1-65*	15·15
	Loop line—			Sitarámpur to Luckeeserai junction	1-1-71*	124·64
	Khána junction to Luckeeserai junction	250·51		Luckeeserai to Dinapore	17-11-62*	82·42
				Dinapore to Moghal Sarai	22-12-62*	125·92
	Branches—			Moghal Sarai to Mirzapur	1-1-64	39·28
	Bhadreswar junction (17·46 miles from Howrah) to the river bank (*Bhadreswar branch*)	2·60		Mirzapur to south bank, Jumna	4-4-64	52·64
	Hooghly junction (23·23 miles from Howrah) to Naihati on the Eastern Bengal (state) railway (*Hooghly bridge branch*)	4·22		Jumna bridge to Allahabad	15-8-65	3·07
	Ondál junction (115·80 miles from Howrah *viâ* the main line) to Alipur block hut (*Ondál loop*)	31·53		Allahabad to Cawnpore	3-3-59	119·47
	Shekhpur junction on the Ondál loop (125·63 miles from Howrah *viâ* the main line) to Khorabad (*Shekhpur branch*)	8·92		Cawnpore to Etáwah	1-7-61	86·46
	Sitarámpur junction (137·04 miles from Howrah *viâ* the main line) to Kátrásgarh (*Jherria branch*)	39·23		Etáwah to Shikohabad	13-11-61	34·39
	Salanpur (140·20 miles from Howrah *viâ* the main line) to Shamdi (*Salanpur branch*)	5·30		Shikohabad to Tundla junction	1-4-62	22·92
	2·05 miles from Barákar (144·52 miles from Howrah *viâ* the main line) to Chanch (*Chanch branch*)	3·88		Tundla junction to Aligarh	1-3-63	48·44
	Dheria Joba (171·17 miles from Howrah *viâ* the main line) to the Damoodur river (*Damoodur branch*)	10·00		Aligarh to Chola (Bulandshahr Road)	1-4-64	35·54
	Madhupur junction (182·38 miles from Howrah *viâ* the main line) to the Kurhurbaree collieries (*Kurhurbaree branch*)	26·70		Chola to Delhi (south bank, Jumna)	1-8-64	41·27
	Nalhati (144·60 miles from Howrah *viâ* the loop line) to Azimganj (*Azimganj branch*)	27·48		Delhi terminus	1-1-67	1·78
	Carried over	159·86	1,205·79			955·28
				Loop line—		
				Khána junction to river Adjai	3-10-58	19·00
				River Adjai to Sainthia	3-9-59	25·12
				Sainthia to Tinpahár	15-10-60	76·12
				Tinpahár to Bhágalpur	1-11-61	69·05
				Bhágalpur to Jamálpur	10-2-62	32·62
				Jamálpur to Luckeeserai	17-11-62	28·60
						250·51
				Branches—		
				Bhadreswar branch	6-12-81	2·60
				Hooghly bridge branch	15-3-87*	4·22
				Ondál loop—		
				Ondál to Babasole	1-5-64	2·02
				Babasole to Mangalpur	1-1-63	2·74
				Mangalpur to Toposi	2-2-63	2·65
				Toposi to Shekhpur junction—		-
				For coal traffic	15-4-94	2·42
				Shekhpur junction to Gourangdi	1-6-95	14·16
				Gourangdi to Alipur block hut—		
				For goods traffic	30-3-95	7·54
				Shekhpur branch—		
				For coal traffic	15-4-94	8·92
				For passenger and goods traffic	1-1-95	
				Jherria branch—		
				Sitarámpur to Barákar	1-1-65	5·43
				Barákar to Kátrásgarh	20-5-94(a)	33·80
				Salanpur branch—		
				For coal traffic	7-9-94	4·29
				Carried over		1,205·79
						90·79

* These are the dates of opening the original single line which has
(a) The first seven miles of this extension were worked for coal traffic

D—*continued.*

progress on the 31st March 1896.

BY COMPANIES.

Standard gauge.

Details of construction.	REMARKS.
The earthwork and bridges generally are for a double line, except the superstructure of iron bridges. The line was originally laid almost entirely with wooden sleepers; but cast-iron plate sleepers have since been introduced, and these, as well as wooden sleepers, are used for renewals. The rails varying in weight from 74lb. to 82lb. to the yard, are being replaced by 85lb. steel rails. The line is double from Howrah to Moghal Sarai.	The experimental line from Howrah to Raneegunge was commenced in January 1851. The first section (23·23 miles) was opened on the 15th August 1854.
	The chord line from Khána junction to Luckeeserai junction, which now forms a part of the main line, was commenced in February 1866, and was opened through on the 1st January 1871. This line diminishes the distance between Howrah and the Upper Provinces by 63·31 miles.
	A branch line of railway has been constructed by the Beerbhoom Coal Company from their colliery at Borreah to a point on the East Indian railway. It was opened for coal traffic at the end of February 1885.
	The commencement of work on the Hooghly bridge branch (4·22 miles) was sanctioned on the 14th January 1884. The bridge was completed and opened for traffic on the 15th March 1887.
The Ondál loop is a single line throughout. The rails are laid on transverse timber sleepers and cast-iron bowl and plate sleepers.	The section of the Ondál loop from Toposi to Panooria, and the Shekhpur branch, were sanctioned for construction in July, and the Salanpur branch in August 1892. An extension of this line from Mohanpur towards Jamgram, about a mile long, was sanctioned for construction in September 1894.
The Jherria branch is single throughout. The rails are iron, cut, 18′ 6″ long, and are laid on timber sleepers.	The Alipur branch of the Barákar Coal Company, extending from the Alipur block hut to Panooria, was purchased on the 29th March 1895 by the East Indian Railway Company for a sum of ₹1,00,000. It has since been worked as a part of the Ondál loop.
The Kurhurbaree branch is constructed for a single line. The width of formation in the embankments is 16 feet.	The extension of the Jherria branch from Barákar to Kátrásgarh, including 2·88 miles of the Chanch branch, was sanctioned for construction, and orders for the commencement of work issued on the 9th March 1892. The construction of the remaining portion of the Chanch branch, one mile in length, was sanctioned in February 1896.
	The construction of the Damoodur branch was sanctioned in January 1894.

since been doubled. For dates of opening the double line *see* page cxxxiv.
from the 1st August 1893.

APPENDIX

Railways constructed and in

Standard gauge. STATE LINES WORKED

No.	Name of line and mileage sanctioned.		Total mileage.	Date of opening for public traffic.		Miles.
		Miles.	Miles.			1,205·79
I	**East Indian**—*concld.*			Brought forward		90·79
	Brought forward	159·86 1,205·79		*Branches*—concld.		
	Branches—concld.			Chanch branch—		
	Tinpahár junction (194·72 miles from Howrah *vid* the loop line) to Rajmehal (*Rajmehal branch*)	7·08		For goods traffic	1-2-93	2·88
	Sakrigali junction (213·28 miles from Howrah *vid* the loop line) to the river Ganges (*Sakrighát branch*)	5·85		Damoodur branch	30-6-95	8·00
	Sultangunge (279·28 miles from Howrah *vid* the loop line) to Sultangunge ghát (*Sultangunge branch*)	1·16		Kurhurbaree branch	1-1-71	26·70
	Jamálpur junction (296·39 miles from Howrah *vid* the loop line) to Monghyr (*Monghyr branch*)	5·68		Azimganj branch	15-7-92	27·48
	Mokameh junction (282·32 miles from Howrah *vid* the main line) to the river bank (*Mokameh branch*)	3·63		Rajmehal branch	15-10-60	7·08
	Bankipore junction (337·74 miles from Howrah *vid* the main line) to Gya (*Patna-Gya branch*)	57·47		Sakrighát branch	1-1-94	2·70
	Bankipore junction (337·74 miles from Howrah *vid* the main line) to Dígha ghát (*Dígha ghát branch*)	5·53			1-10-95	3·15
	Dildárnagar (433·66 miles from Howrah *vid* the main line) to Tárighát on the Ganges opposite Gházipur (*Tárighát branch*)	12·00		Sultangunge branch	6-5-95	1·16
	Naini junction (560·46 miles from Howrah *vid* the main line, or 4·55 miles east of Allahabad) to Jubbulpore (*Jubbulpore branch*)	223·58		Monghyr branch	10-4-62	5·68
	Allahabad junction (565·01 miles from Howrah *vid* the main line) to fort (*Allahabad fort branch*)	2·34		Mokameh branch	1-5-83	3·63
	Cawnpore junction (684·48 miles from Howrah *vid* the main line) to the corn market in the city (*Cawnpore city branch*)	0·88		Patna-Gya branch—		
	Tundla junction (828·25 miles from Howrah *vid* the main line) to Agra (*Agra branch*)	13·35 498·41		Bankipore junction to Bankipore	2-6-79	0·25
				Bankipore to Jehanabad	21-4-79	28·00
				Jehanabad to Gya	2-6-79	29·22
				Dígha ghát branch	2-4-85	5·53
				Tárighát branch	5-10-80	12·00
				Jubbulpore branch	1-8-67	223·58
				Allahabad fort branch	3-3-59	2·34
				Cawnpore city branch	15-2-79	0·88
				Agra branch	1-4-62	13·35
						494·40
				Double—Main line and branches.		
				Howrah to Serampore	10-3-57	11·74
				Serampore to Chandernagore	1-2-58	8·38
				Chandernagore to Hooghly	1-5-58	3·11
				Hooghly to Magra	1-10-58	5·49
				Magra to Pundooah	25-2-59	8·82
				Pundooah to Burdwan	1-10-59	28·72
				Burdwan to Khána	1-1-59	8·22
				Khána to Durgapur	1-6-70	31·35
				Durgapur to Raneegunge	2-9-70	14·36
				Raneegunge to Sítarámpur	19-12-70	16·85
				Sítarámpur to Luckeeserai	1-1-71	124·64
				Luckeeserai to Burhee	22-6-60	9·82
				Burhee to Barh	22-2-68	27·10
				Barh to Futwah	1-11-68	25·87
				Futwah to Dinapore	20-3-67	19·63
				Dinapore to Bihta	13-8-68	10·93
				Bihta to Arrah	28-3-70	13·50
				Arrah to Buxar	13-8-68	42·67
				Buxar to Dildárnagar	15-4-82	22·46
				Dildárnagar to Zamánia	20-5-82	8·59
				Zamánia to Sakaldiha	20-9-82	16·28
				Sakaldiha to Moghal Sarai	10-8-82	11·49
				Hooghly bridge branch	15-3-87	4·22
				TOTAL DOUBLE LINE		474·24
	TOTAL	1,704·20		TOTAL OPEN MILEAGE		1,700·19

D—*continued.*

progress on the 31st March 1896.

BY COMPANIES. Standard gauge.

Details of construction.	REMARKS.
The road on the Azímganj branch was formed by Government as for a first class metalled road, and one-half of the surface was made over to the Indian Branch Railway Company for a single track. The line was originally laid with 31lb. rails on teak, sâl, and pine sleepers. On its conversion to the standard gauge, the permanent-way was replaced by 82lb. iron rails laid on Denham-Olphert's plate sleepers over a bed of laterite ballast. The ruling gradient is 1 in 100. The line is unfenced throughout.	The line from Nalhâti to Azímganj, which was constructed by the Indian Branch (afterwards the Oudh and Rohilkhand) Railway Company, was purchased by the State on the 31st March 1872 for a sum of £30,000. On the 1st April 1892 this line was incorporated with the undertaking, and on the 15th July 1892 opened on the standard gauge under the name of the "Azímganj branch."
The first 29 miles of the Patna-Gya branch are laid with rails, 64lbs. to the yard, on the existing metalled road, with deviations in places. For the remainder a new alignment has been adopted.	The old Nalhâti (4′ 0″ gauge) line was opened for traffic on the 21st December 1863.
On the Jubbulpore branch the land and earthwork are for a double line, but only one track is laid. The bridges and viaducts are also for a double line, but in girder bridges and viaducts the girders on the down side have not been erected. On the first 54 miles, rails 82lb. to the yard have been used; the rest of the line has rails 74lb. to the yard. The rails are generally laid on wooden sleepers of creosoted fir and sâl.	The construction of the Sultangunge branch was sanctioned in March 1893.
The rest of the branches are laid with a single track, but the formation generally is for a double line. The rails are laid on wooden cross sleepers.	The Mokameh branch was originally 1·75 miles in length, and was used for goods traffic only. When the terminus of the Tirhoot state railway was changed from opposite Barh to opposite Mokameh, this branch was extended about 0·75 mile and opened to passenger traffic on the 1st May 1883. Owing to alterations made during 1893 the length of this branch has now been increased to 3·63 miles.
The length of road laid with an additional sleeper per pair of rails is 1,974 miles, leaving 10·15 miles of very short branches which it is not considered necessary to provide with additional sleepers.	The Patna-Gya branch was constructed by the State. The survey was carried out under orders issued by the Government of Bengal in April 1877, and construction was commenced on the 13th February 1878. The branch was worked by State agency from the date of opening up to the 1st January 1883, on which date it was made over to the East Indian Railway Company to be worked under an agreement. On the 1st July 1892 this branch was incorporated with the East Indian railway.
The length of road relaid with steel rails up to the 31st December 1895 was 1,549·97 miles, as follows:	There is a branch, 0·88 mile long, from Patna (331·25 miles from Howrah *vid* the chord line) to the Ganges bank, which is treated as a siding in the mileage returns. It is laid with two tracks on wooden cross sleepers, and was opened on the 17th November 1882.
Miles.	The branch from Bankipore to Dígha ghât has been constructed to connect, by a ferry across the Ganges, with the Bengal and North-Western railway at Paleza ghât near Sonepore. Sanction to its construction was given on the 30th July 1884, and the branch was opened to traffic on the 2nd April 1885.
Howrah district . . . 180·55	The Jubbulpore branch was commenced under contract in February 1863 and was completed in 3¼ years.
Chord line . . . 369·07	The East Indian railway was acquired by the State from the late guaranteed company on the 1st January 1880.
Dinapore district . . 487·87	On the 1st January 1889 the Dildárnagar-Ghâzipur state railway was incorporated with the East Indian railway.
Allahabad district . . 272·31	The Gwalior branch (late Scindia state railway), formerly worked by the East Indian railway, was acquired by the Indian Midland Railway Company on the 1st March 1889 and is now worked by that company.
Delhi district . . . 240·17	The East Indian Railway Company works, under agreement, the Tarkessur and the Delhi-Umballa-Kalka railways. The terms of working will be found in Appendices N and H to Part II of the Railway Administration Reports for 1887-88 and 1888-89, respectively.
1,549·97	
The line is double fenced throughout, excepting the Azímganj branch and the Barákar-Kátrásgarh section of the Jherria branch which are unfenced.	
There are no curves of less than 1,000 feet in radius.	
The length and situation of gradients up to 1 in 100 are as shown below:	

Section of line.	Length of gradients.	
	1/80.	1/81 to 1/100.
Main line—		
Between 216 and 226 miles from Howrah (rise)	...	6·64
Oudh loop—		
Between 125 and 147 miles from Howrah	5·19	9·95
Sheikhpur branch	1·40	3·52
Kurhurbaree branch	4·05	6·14

APPENDIX

Railways constructed and in

Standard gauge. STATE LINES WORKED

No.	Name of line and mileage sanctioned.	Miles.	Total mileage.	Date of opening for public traffic.	Miles.
			Miles.	*Main line*—	
II	**Bengal-Nágpur**—			Ásansol to Damoodur—	
	Main line—			For coal traffic . . 12-6-89 For passenger and goods traffic . . 14-12-89	5·10
	Ásansol (131·75 miles from Howrah on the chord line, East Indian railway) to Biláspur . . .	372·28		Damoodur to Purulia . 14-12-89	41·72
	Biláspur to Nágpur (519·41 miles from Bombay (Victoria terminus) on the Nágpur branch of the Great Indian Peninsula railway) . .	254·41	626·69	Purulia to Chakardharpore—	
				For goods traffic . . 22-1-90 For passenger traffic . 1-4-90	72·25
				Chakardharpore to Goilkera—	
				For goods traffic . . 15-5-90 For passenger traffic . 28-3-91	21·06
				Goilkera to Jharsuguda—	
				For goods traffic . . 1-2-91 For passenger traffic . 28-3-91	105·09
				Jharsuguda to Raighar—	
				For goods traffic . . 20-4-90 For passenger traffic . 1-8-90	44·35
				Raighar to Biláspur—	
				For goods traffic . . 10-2-90 For passenger traffic . 24-3-90	81·90
				Biláspur to Raipur—	
				For goods traffic . . 10-1-89 For passenger traffic . 14-2-89	68·35
				Raipur to Ráj-Nándgaon . 4-12-88	41·99
				Ráj-Nándgaon to Nágpur 27-11-88	144·88
	Carried over .		626·69	Carried over .	626·69

D—*continued.*

progress on the 31st March 1896.

BY COMPANIES. Standard gauge

Details of construction.	REMARKS.
The line from Nágpur to Ráj-Nándgaon was originally constructed on the metre gauge with rails weighing 40lb. to the yard, laid on creosoted pine, sál, and teak, wood sleepers. It has since been converted to the standard gauge. This has necessitated the rebuilding of many bridges, the changing of girders, and the flattening of curves. On the main line the rails are 75lb. steel, flat-footed, laid on transverse steel sleepers. Owing to the large number of tributaries of the Mahanadi river which the line crosses, the amount of bridging on the first 220 miles out of Ráj-Nándgaon is exceptionally heavy. On the Umaria-Bilaspur section the permanent-way consists of 75lb. steel rails laid on transverse cross steel sleepers. Between Khodri and Khongsara the line passes over high banks and through heavy cuttings. The ruling gradient is 1 in 100, and the curves are 1,000 feet in radius. This section includes a tunnel 1,000 feet long, and a viaduct of 2 spans of 200-feet girders, 116 feet high from rail-level. The Bengal-Nágpur railway is ballasted throughout with good stone, except for a few miles on the Chakardharpore division where laterite is used. The line is unfenced, except between Nágpur and Kamptee and at the more important stations.	Sanction for the construction of the standard gauge line was received in July 1884, and orders were at once issued for the acquisition of land and commencement of earthwork. Owing to the negotiations for the formation of a company to construct and work this line not having been completed, and to financial pressure, work had to be suspended in 1885, with the exception of the acquisition of land and preparation of estimates. In 1887 the Bengal-Nágpur Railway Company was formed under contract with the Secretary of State, and took over the metre gauge line from Nágpur to Chhattisgarh, 149 miles. Of this length 145·50 miles have been converted to the standard gauge, and the Tumsar branch, 3·50 miles, has been abandoned. The whole system extends from Ásansol, on the East Indian railway, to Nágpur, the eastern terminus of the Great Indian Pensinsula railway, with branches from Jharsuguda to Sambalpur and from Bilaspur *vid* the Umaria coal mines to Katni. There is also a branch from near Ásansol to the mines of the Equitable Coal Company. The Umaria-Katni line was taken over by the Company on the 1st April 1888. The dates of orders for survey and construction, and of opening, of the original metre gauge line are as follow: *Dates for survey.* Nágpur to Dongargarh, 4th February 1871. Extension from Dongargarh, 11th September 1880. *Dates for construction.* Nágpur to Dongargarh, 9th May 1878. Dongargarh to Ráj-Nándgaon, 15th March 1881. *Dates of opening.* Nágpur to Tumsar— Miles. For goods traffic . . . . 6-4-80 } 53 For passenger traffic— Nágpur to Kamptee (9 miles) . 26-7-80 } Kamptee to Tumsar (44 miles) . 8-11-80 } Dowháli junction (Tumsar road) to Tirora 21-2-81 13 Tirora to Gondia . . . . 18-5-81 18 Gondia to Amgaon . . . . 25-11-81 14 Amgaon to Ráj-Nándgaon— For goods traffic . . . 16-12-82 } 51 For passenger traffic . . . 7-2-83 } TOTAL MILEAGE NOW CONVERTED TO STANDARD GAUGE . . . . . 145·50* The line was opened through for goods traffic on the 1st February 1891, and for passenger traffic on the 28th March 1891. The Saranda tunnel was completed and opened for traffic on the 1st October 1892, the diversion over which traffic previously passed being eliminated. It is lined almost throughout.

* Excluding the branch line from Dowháli to Tumsar (3·50 miles) which has been abandoned.

APPENDIX

Railways constructed and in

Standard gauge. STATE LINES WORKED

No.	Name of line and mileage sanctioned.	Miles.	Total mileage.	Date of opening for public traffic.	Miles.
II	**Bengal-Nágpur**—*concld.*			Brought forward .	626·69
	Brought forward .		626·69	*Branches*—	
	Branches—			*Sanctoria coal branch*—	
	Damoodur (5·10 miles from Ásansol junction) to the mines of the Equitable Coal Company (*Sanctoria coal branch*)	7·03		Damoodur to the Sanctoria coal mines— For coal traffic . . 12-6-89	7·03
	Jharsuguda (245·22 miles from Ásansol) to Sambalpur (*Sambalpur branch*) .	30·23		*Sambalpur branch*— Jharsuguda to Sambalpur— For goods traffic . . 1-2-93 } For passenger traffic . 10-3-93 }	30·23
	Biláspur to Katni (*Katni branch*) .	196·93	234·19	*Katni branch*— Biláspur to Birsinghpur— For goods traffic . . 1-2-91 } For passenger traffic . 9-3-91 }	142·57
				Birsinghpur to Umaria— For goods traffic . . 11-5-90 } For passenger traffic . 9-3-91 }	18·48
				Umaria to Katni . . 2-11-86	35·88
					234·19
	TOTAL .		860·88	TOTAL OPEN MILEAGE .	860·88
III	**Indian Midland**—				
	Main Line—			*Main line*—	
	Bhopal (57 miles from Itársi on the Bhopal-Itársi railway) to Jhánsi	180·49		Bhopal to Jhánsi . . 1-1-89	180·49
	Jhansi *vid* Gwalior to Agra Cantonment	135·03	315·52	Jhánsi to Gwalior . . 1-3-89	60·39
				Gwalior to Hetampur . 20-12-79	32·40
				Hetampur to Dholpur . 15-5-81	8·55
				Dholpur to Agra Cantonment 10-1-78	33·69
					315·52
	Branches—				
	Jhánsi to Mánikpur (617·50 miles from Howrah on the Jubbulpore branch of the East Indian railway) (*Mánikpur branch*)	180·37		*Branches*—	
				Mánikpur branch—	
				Jhánsi to Mau Ranipur . 5-6-89	39·96
				Mau Ranipur to Bánda . 1-8-89	78·96
				Bánda to Mánikpur . . 15-2-89	61·45
					180·37
	Jhánsi to Cawnpore transfer sidings (684·75 miles from Howrah on the East Indian railway) (*Cawnpore branch*) .	135·22		*Cawnpore branch*—	
				Jhánsi to Chaunrah . . 1-2-88	95·00
				Chaunrah to Cawnpore . 1-4-86	40·22
					135·22
	Bína (143 miles from Itársi on the main line) to Saugor (*Saugor branch*) . .	46·24		*Saugor branch*—	
				Bína to Saugor . . 5-6-89	46·24
	Bína (143 miles from Itársi on the main line) to the point of junction with the Bína-Goona railway	1·56			
	Carried over .	363·39	315·52	Carried over .	677·35

D—*continued.*

PROGRESS ON THE 31ST MARCH 1896.

BY COMPANIES.

Standard gauge.

Details of construction.	REMARKS.
The Katni-Umaria section is laid with second-hand East Indian railway permanent-way on sál sleepers, 82lb. rails on three-fourths of the distance and 74lb. rails on the remainder. Of this, eight miles from Umaria towards Katni have been relaid with 75lb. steel rails on steel sleepers.	
The ruling gradient is 1 in 100. The curves are 1,910 feet in radius and upwards. Earthwork is heavy and there was much rock-cutting. The only noteworthy bridge is over the Mahanadi, which separates the Central Provinces from Rewah. This bridge consists of four spans of 100 feet, one of 80 feet, and one of 40 feet.	
The Sambalpur branch is laid with the same type of permanent-way as the main line. The work is fairly heavy and contains one bridge of six spans of 100-feet girders across the Bonum river.	The survey of the Sambalpur branch was sanctioned on the 2nd October 1890. Orders for construction issued in July 1891, and work was commenced in October 1891.
The length and situation of gradients up to 1 in 100, and of curves under a radius of 1,000 feet, are shown in the statement below:	

Section of line.	Length of gradients.		Curves under a radius of 1,000 feet.	
	1/8	1/80	Length.	Radius.
Main line—	Mile.	Miles.	Mile.	Feet.
Between 160 and 161 miles from Nágpur	...	0·19	...	...
„ 341 „ 363 „ „ „ „	...	7·36	...	...
„ 419 „ 437 „ „ „ „	...	5·83	...	...
„ 472 „ 491 „ „ „ „	...	13·01	...	...
„ 531 „ 624 „ „ „ „	...	83·44	...	...
Sanctoria coal branch	0·15	1·36	0·28	800
Katni branch—				
Between 299 and 317 miles from Nágpur	...	12·06	...	...
„ 378 „ 387 „ „ „ „	...	4·33	...	...
„ 418 „ 423 „ „ „ „	...	1·59	...	...
„ 438 „ 439 „ „ „ „	...	0·61	...	...
Sambalpur branch—				
Between 385 and 413 miles from Nágpur	...	8·90	...	...

The main line and branches are constructed for a single line with flat-footed steel rails 80lb. to the yard and oval pot sleepers weighing 80lb each bowl, excepting the line from Cawnpore to the south bank of the Jumna river near Kálpi where the rails are 75lb. to the yard, double-headed, laid on Denham-Olpherts sleepers, with 20 feet width formation. There were no engineering difficulties on this section.

From Bhopal to Jhánsi the ruling gradient is 1 in 200.

The chief bridges are—

	Spans.	Feet.
Betwa (Markrari)	9 of	150
Narain	4 „	150
Bina	4 „	150
Keotan	5 „	100
Newan	8 „	60
Betwa (Bhilsa)	4 „	100 and 5 of 75

From Jhánsi to Gwalior the ruling gradient is 1 in 150, with heavy rock cuttings in the Antri pass and a bridge of 9 spans of 100 feet and 1 of 60 feet over the Sindh river.

From Jhánsi to Mánikpur the ruling gradient is 1 in 125.

The principal bridges are—

	Spans.	Feet.
Betwa (Sujanpura)	13 of	150 and 1 of 60
Dhassan (Mau)	13 „	100
Ken	1 „	250 and 12 of 100
Bagain	8 „	100
Borwa	1 „	100 and 4 of 40
Paisuni	4 „	100
Ohan	1 „	100 and 4 of 40

On the 2nd October 1885 the Indian Midland Railway Company, Limited, entered into a contract with the Secretary of State for the construction of this line, which embraces the original projects for the Bhopal-Jhánsi-Cawnpore, the Jhánsi-Gwalior, and the Jhánsi-Mánikpur railways, with the section from Bina to Saugor of the Bilásپur-Etáwa state railway.

The contract also provides for the extension from Saugor to a point on the East India railway at or near Katni. Sanction was given to the construction of this line in December 1895.

Work was started on the several sections of the Indian Midland railway on the dates given below:

Cawnpore-Kálpi	Oct.	1884
Kálpi-Jhánsi	Jan.	1886
Bhopal-Bhilsa	Mar.	1886
Bhilsa-Básoda	Apl.	1886
Jhánsi-Lalitpur	May	1886
Básoda-Lalitpur	June	1886
Jhánsi-Gwalior	Aug.	1886
Bina-Saugor	Aug.	1887

The Jhánsi-Mánikpur section was originally sanctioned on the 23rd August 1883, but work was stopped on the 31st March 1885. A revised estimate was sanctioned on the 25th January 1886, and work was resumed about that date.

APPENDIX

Railways constructed and in

Standard gauge. STATE LINES WORKED

No.	Name of line and mileage sanctioned.	Miles.	Total mileage.	Date of opening for public traffic.	Miles.
III	**Indian Midland**—*concld.*		Miles.		Miles.
	Brought forward .	363·39	315·52	Brought forward .	677·35
	Branches—concld.				
	From joint boundary of the Indian Midland and Bhopal-Itársi railways at Bhopal to point of junction with Bhopal-Ujjain railway . . .	0·21			
	Saugor (189 miles from Itársi on the main line) to a point on the East Indian railway at or near Katni (*Katni branch*)	116·00	479·60	Bína to point of junction with Bína-Goona railway— For goods traffic . 1-5-95 } For passenger traffic . 23-9-95 }	1·56
				Bhopal to point of junction with Bhopal-Ujjain railway— For goods traffic . 11-11-95	0·21
	TOTAL .		795·12	TOTAL OPEN MILEAGE .	679·12
IV	**Bhopal-Itársi** (British section)— (See Bhopal-Itársi—page cxcii)				
V	**Godhra-Rutlam-Nagda**—				
	Godhra (318·75 miles from Bombay, Colaba) on the Bombay, Baroda and Central India railway *viâ* Rutlam to Nagda . . .	140·56		Godhra to Limkhéra . 16-1-93	25·00
				Limkhéra to Dóhad . 7-3-94	20·00
				Dóhad to Rutlam . 22-10-94	70·26
				TOTAL OPEN MILEAGE .	115·26
VI	**Wardha Coal**—				
	Wardha (471·25 miles from Bombay, Victoria terminus), on the Nágpur branch of the Great Indian Peninsula railway to Warora	44·88		Wardha to mile 18·44 . 1-2-74	18·44
				Mile 18·44 to mile 40·88 (for coal traffic only) . . 24-12-75	22·44
				Mile 40·88 to Warora (for coal traffic only) . . 26-4-76	4·00
				Mile 18·44 to mile 21 (for public traffic) . . 16-6-77	
				Mile 21 to Warora (mile 44·88), for public traffic . 7-11-77	
				TOTAL OPEN MILEAGE .	44·88

D—*continued.*

progress on the 31st March 1896.

BY COMPANIES. Standard gauge.

Details of construction.	REMARKS.
The Jumna bridge at Kálpi, 10 spans of 250 feet, is the only important work between Cawnpore and Jhánsi. It was finished in November 1887. The piers and abutments are built of sufficient width to take a second line of rails. The only important works on the Bína-Saugor branch are the heavy cutting at Banhat and the Dhassan bridge (4 spans of 100 feet). There is also a grade of 1 in 100 —the steepest on the line—for a length of 3·37 miles. The late Sindia state railway, which now forms a part of the Indian Midland railway, extends from Agra Cantonment to Gwalior, and is laid with rails 60lb. to the yard on transverse deodar sleepers. The principal work on this section is the bridge over the Chambal river which consists of 12 spans of 186 feet each and 2 spans of 136 feet each. Up to the end of 1895 the company have relaid 38·5 miles of track with Indian Midland railway pots, and 16·21 miles with Indian Midland railway 80lb. rails. The line is fenced throughout except between Bánda and Jhánsi on the Jhánsi-Mánikpur section. There are no curves under a radius of 1,000 feet.	The length, 1·56 miles, from the Bína station to the point of junction with the Bína-Goona railway was sanctioned for construction on the 5th June 1893, and that, 0·21 mile, from the joint boundary of the Indian Midland and the Bhopal-Itársi railways at Bhopal to the point of junction with Bhopal-Ujjain railway on the 7th July 1894. On the 1st January 1889 the Indian Midland Railway Company took over the working of the Bhopal-Itársi railway. The terms of working will be found in Appendix L to Part II of the Railway Administration Report for 1893-94. Under the provisions of the contract the Indian Midland Railway Company has acquired the late Sindia state railway and worked it from the 1st March 1889. The supplementary contract for the transfer of this line will be found in Appendix H to Part II of the Railway Administration Report for 1890-91. The Company works the Bína-Goona and the Bhopal-Ujjain railways.
The line traverses a very difficult country, the greater part being on a gradient of 1 in 200; the steepest gradient on the line is, however, 1 in 100; it is situated in the 1st mile from Godhra and is 1,400 feet in length. There are no curves under a radius of 1,000 feet. The rails are flat-footed, steel, 75 lb. to the yard, laid on steel trough sleepers from Godhra to Rutlam and on deodar sleepers from Rutlam to Nagda over a bed of ballast. The line is fenced with wire from mile 0 to mile 35 and then in different sections making an aggregate of 73½ miles. The rest of the line is unfenced.	The line from Godhra to Rutlam was surveyed in 1883 and 1884, but on the representation of the Bombay, Baroda and Central India Railway Company a re-survey was ordered in October 1886. Sanction to the commencement of work was given on the 29th October 1890, and work was started on the first section—from Godhra to the 24th mile—on the 1st January 1891. In June 1891 work was started from Rutlam to the 60th mile, and between the 60th and 24th miles, in both cases by petty contract. The construction of the line from Rutlam to Nagda was sanctioned and orders for the commencement of work issued in December 1894, but work was not started till March 1895. The contract for the maintenance and working of this line by the Bombay, Baroda and Central India Railway Company, which came into force on the 1st July 1894, is printed as Appendix J to Part II of the Railway Administration Report for 1893-94.
The line is constructed for a single track. There are 18 miles of 69 lb. double-headed steel rails and 27 miles of 68 lb. iron rails. The sleepers throughout are of half-round teak and the ballast is all broken stone. The line is fenced throughout. There are no gradients of 1 in 100 or less or curves under a radius of 1,000 feet.	This line was constructed to carry coal from the Warora mines to the Great Indian Peninsula railway, and also for the benefit of Hinganghát, a great cotton mart. The orders for the survey of the line were issued on the 3rd January 1870. Sanction for the construction of the first 18 miles was given on the 5th February 1872, and for the remainder on the 1st April 1874. The line has been worked and maintained by the Great Indian Peninsula Railway Company from the 1st January 1891. The terms of working will be found in Appendix I to Part II of the Railway Administration Report for 1890-91.

APPENDIX

Railways constructed and in

Standard gauge. STATE LINES WORKED

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.	Miles.
	Miles.	Miles.		
VII	**Dhond-Manmád—**			
	Dhond (166·06 miles from Bombay, Victoria terminus), on the south-east line of the Great Indian Peninsula railway, to Manmád (161·66 miles from Bombay, Victoria terminus), on the north-east line of the Great Indian Peninsula railway . . .	145·44	Dhond to Ahmednagar . 15-3-78	50·41
			Ahmednagar to Manmád . 17-4-78	95·03
			TOTAL OPEN MILEAGE .	145·44
VIII	**East Coast (state) (Bezwada extension)—**			
	Hyderabad frontier to Bezwada [91·00 miles from Gódávari North on the East Coast (state) railway]	20·58	Hyderabad frontier to Bezwada . . . 10-2-89	20·58
IX	**Bezwada-Madras (Madras-Ennúr section)—**			
	Washermenpet, (1·02 miles from Ráyapuram on the Madras railway), to Ennúr . .	8·55	Washermenpet to Ennúr . . 22-2-96	8·55
X	**East Indian railway extensions (Moghal Sarai-Gya)—**			
	Moghal Sarai (470·02 miles from Howrah, *vid* the chord line, East Indian Railway) to Gya)	126·26		

D—*continued.*

progress on the 31st March 1896.

BY COMPANIES. Standard gauge.

Details of construction.	REMARKS.
The line is constructed for a single track; the rails are double-headed steel, 69 lb. to the yard, laid on iron pot sleepers. The ballast consists entirely of sand and shingle,—shingle being used for the most part between Dhond and Lákh and sand between Lákh and Manmád. The line is fenced with wire fencing for a distance of 120 miles from Dhond, and arrangements were in progress for fencing the remainder of the line. The steepest gradient is 1 in 100 and extends over a length of 30·10 miles. There are no curves under a radius of 1,000 feet.	The dates of orders for survey and construction are the 18th March 1876 and 25th August 1877, respectively. The object of this chord line is to connect the railway system of Northern and Southern India without the necessity of ascending and descending the great barrier of the Western Ghâts. The line was put in hand for famine relief purposes in 1877, and was laid throughout before the rains of 1878. The line is worked and maintained, under agreement, by the Great Indian Peninsula railway. The terms of working will be found in Appendix W to Part II of the Railway Administration Report for 1881-82.
The Bezwada extension runs through an open and fairly level country, mainly composed of black cotton soil. It is constructed for a single track, and is laid with 66½ lb. steel rails on pea-pod sleepers. There are no large bridges, and the line is fenced only at stations. A grade of 1 in 100, 0·32 mile in length, is the steepest on this line. There are no curves under a radius of 1,000 feet.	The line was sanctioned for construction in February 1889. It was amalgamated with the East Coast (state) railway on the 1st January 1895, and from the same date the length between the north distant signal of the Bezwada station and the frontier of His Highness the Nizam's dominions was made over to the Nizam's Guaranteed State Railways Company to be worked, on behalf of the State, as part of their system.
The permanent-way consists of flat-bottomed 75 lb. steel rails [East Coast (state) railway pattern] with five-holed fish-plates laid on wooden sleepers. There are no gradients of 1 in 100 or less—the ruling grade being 1 in 200. The sharpest curve is 1,910 feet in radius.	The construction of this line which was sanctioned in August 1894, was carried out by the Madras Railway Company. It is being worked by that Company on the same percentage (excluding the cost of maintenance) of gross earnings as obtains on the entire system *plus* 5 per cent. for the use of rolling-stock; the charges for maintenance being borne by the State. The terms and conditions of working will be found in Appendix U to this report.
The country traversed by the line is comparatively flat. The most important rivers crossed are: Sone . . . . . Spans. Feet. Type undecided. Mohúr . . . . . 14 of 60 Budh . . . . . 11 „ 60 Punpun . . . . . 10 „ 60 The permanent way will be of the East Indian railway standard design with double-headed rails 75 lb. to the yard laid with cast-iron chairs and timber sleepers. The sharpest curves are 5,730 ft. radius and the steepest gradient is 1 in 500. The line will be fenced throughout on both sides with a five wire fence on the ordinary pattern adopted for state railways. Stone ballast procurable from the adjacent hills will be used throughout.	A number of reconnaissance surveys under different projects have been made during the past twelve years of the district now to be served by the Moghal Sarai-Gya railway. In August 1895 it was definitely decided that in the event of a railway between Moghal Sarai and Barakar being constructed, the work should be entrusted to the East Indian Railway Company; and in October 1895 the Secretary of State communicated his decision to the Board authorizing them to construct a line from Moghal Sarai to Gya. The Moghal Sarai-Gya line will connect hereafter with the South Behar railway at Gya.

APPENDIX

Railways constructed and in

Standard gauge. STATE LINES WORKED

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
XI	Bengal-Nágpur extensions—		
	Sini (530·41 miles from Nágpúr on the Bengal-Nágpúr railway, main line) to Midnapore . . . 99·00 Midnapore to Nauji, near Calcutta . 68·00 Midnapore to the Mahánadi (at Cuttack) . . . . . 194·00	361·00	
	TOTAL STATE LINES WORKED BY COMPANIES (STANDARD GAUGE) . .	4,220·58*	3,588·01*

*Including the length (13·11 miles) of the Bhopal-Itársi railway (British section) which has been shown under "XXXV.—Bhopal-Itársi (Native state section)."

D—*continued.*

progress on the 31st March 1896.

BY COMPANIES.

Standard gauge.

Details of construction.	REMARKS.
This line will be laid with steel rails, weighing 85lb. to the yard on cast-iron pot sleepers. The important bridges are those over the Mahánadi, Brahmini, Byturni, Boora Bolong, Lower Subanarikha, Cossye, Roopanarain, Damoodur, Upper Subanarikha and Korkai rivers.	The survey of this line was carried out by Government. It was sanctioned for construction in August 1895, and work was started by the Bengal-Nágpúr Railway Company in December 1895. The land has been demarcated and earthwork is well in hand. The construction of a bridge over the Mahánadi river at Cuttack, to connect directly with the East Coast (state) railway, was sanctioned on the 20th December 1895.

APPENDIX

Railways constructed and in

Standard gauge. STATE LINES WORKED

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
XII	**North Western (state)—** Miles.	Miles.	Miles.
	MAIN LINE AND BRANCHES (Commercial)—		MAIN LINE AND BRANCHES (Commercial)—
	Main line—		*Main line*—
	Ghâziabad, (13 miles east of Delhi on the East Indian railway), to Amritsar . . 303·18		Ghâziabad to Meerut City . 18-4-67 27·37
	Amritsar to Lahore . . 32·30		Meerut City to Umballa Cantonment . . . 1-1-69 121·02
	335·48		Umballa Cantonment to Ludhiâna . . . 12-10-69 70·66
			Ludhiâna to Phillour . . 15-10-70 8·28
			Phillour to Jullundur Cantonment . . . . 1-4-70 24·12
			Jullundur Cantonment to Beas 15-11-69 25·53
			Beas to Amritsar . . 1-11-67 26·20
			Amritsar to Lahore . . 10-4-62 32·30
			335·48
			Temporary line on metre gauge (62 miles), Lahore to Wazirabad, 12th April 1875.
			Wazirabad to Naurungabad (38·00 miles), 10th April 1876.
			Naurungabad to Jhelum (2·75 miles), 14th September 1876.
	Lahore to Lâla Mûsa . . 82·27		Lahore to Jhelum . . 6-10-78 103·06
	Lâla Mûsa to Jhelum . . 20·79		The line was opened by sections on the standard gauge, using temporary diversions near Domeli, thus—
	Jhelum to Râwalpindi . . 76·38		Jhelum to Ratial, 1st January 1880 (15 miles).
	179·44		Ratial to Râwalpindi, 1st October 1880 (56 miles).
			The diversions were abolished on 8th May 1882, and the complete $\frac{1}{80}$-graded through line established thus—
			Jhelum to Râwalpindi (70·50 miles).
			But again in 1888, and in subsequent years up to date, various alignments in connection with the improvements of grades to $\frac{1}{150}$ have been opened, and the present length of line on 31st March 1896 is—
			Jhelum to Râwalpindi . 76·38
			179·44
	Carried over . 514·92		Carried over . { 335·48 / 179·44

D—*continued.*

progress on the 31st March 1896.

BY THE STATE.

Standard gauge.

Details of construction.	REMARKS.
From Ghâziabad to Phillour the earthwork and the bridge foundations and superstructure are for a single line. The original 60 lb. bull-headed iron (steel-faced) rails on wooden and cast-iron round pot sleepers are being renewed with steel rails. Up to the 31st December 1895, 89·62 miles have been relaid with 68 lb. bull-headed steel rails, 25·37 miles with 68 lb. double-headed steel rails, 17·00 miles with 73 lb. bull-headed steel rails, 94·21 miles with 75 lb. flat-footed steel rails and 0·88 mile with flat-footed 70 lb. steel rails. On the Phillour-Amritsar section the earthwork from Amritsar to the Beas (26·20 miles) is for a double line; the rest is for a single line. The bridge foundations and superstructure are, with some exceptions, for a single line. The original Delhi section bull-headed 60 lb. rails have been renewed with the bull-headed 68 lb. rails, with the exception of some short lengths on bridges. From Phillour to Amritsar the rails are laid on wooden sleepers for 32·50 miles, and on cast-iron (oval and round) pots for 43·34 miles. On the Beas and East Bayn bridges (aggregating 1·50 miles), the rails are flat-footed, 70 lb. steel, and are laid on longitudinal timbers. From Amritsar to Lahore the earthwork and bridges are for a single line; 12·80 miles have been relaid with bull-headed 68 lb. steel rails, of which 8·92 miles are on cast-iron pots and 3·88 miles on wooden sleepers; the remaining 19·50 miles of the old Punjab section 68 lb. rails have been relaid with 75 lb. flat-footed rails on wooden sleepers.	The first period of the contract with the Sind, Punjab and Delhi Railway Company having expired, the State assumed charge of the undertaking on the 1st January 1886 and amalgamated it with the Punjab Northern, the Indus Valley, the Sind-Sagar, and the southern section of the Sind-Pishin state railways to be worked as one Imperial system under the name of the North Western (state) railway. The section from Ghâziabad to Amritsar (first called the Delhi, and subsequently incorporated in the late Sind, Punjab and Delhi railway) was commenced early in 1864 under a system of petty contracts. On the 3rd May 1865 Messrs. Brassey & Co. entered into a contract for the construction of the line in five years. The line was opened out from both ends towards the Sutlej bridge. The completion of the Sutlej bridge caused an extra year to be added to the term of the contract, and prevented the earlier completion of the line. The section from Amritsar to Lahore was commenced on the 8th February 1859. The Delhi section of the late Sind, Punjab and Delhi railway suffered considerable damage during 1871 and 1872 at the Beas, the Sutlej, and elsewhere, necessitating interruption to through communication for some time. The section between Amritsar and Jullundur also suffered severely during the floods of 1875. In August 1876 two piers of the Sutlej bridge were carried away, and through communication was not re-established till the middle of December. In August 1878 the line was again considerably damaged, and through communication stopped until 3rd October. In 1886 the line between Umballa and the Jumna river (mile 1,048) was much damaged by floods, resulting in through communication being interrupted for three weeks. Again in 1887 heavy floods between Sirhind and Umballa resulted in through communication being interrupted for a week. The Haro bridge near Lawrencepur which was swept away in July 1893 was re-constructed and opened on the 18th April 1895.
The line from Lahore to Peshâwar is constructed for a single track. From the Ravi bridge, mile 2·50, to the 25th mile, the old flat-footed 60 lb. iron rails have been replaced by flat-footed 75 lb. steel rails on wooden sleepers; from mile 5 to mile 25 the line is laid with 75lb. steel rails on wooden sleepers and from ·50 mile from Lahore to the Ravi bridge with 75 lb. flat-footed steel rails on cast iron pot sleepers. From the 25th mile to Gujrât the rails are 75 lb. flat-footed steel, excepting one length, of 1·55 miles, where flat-footed 62 lb. steel rails are laid. The sleepers throughout are wooden. From Gujrât to Peshâwar Cantonment the rails are 62 lb. steel, with the exception of isolated lengths, aggregating 73·25 miles of track, of 75 lb. flat-footed steel, and 74·88 miles of 64 lb. double-headed rails. The whole length is laid with wooden sleepers, except 42·50 miles with steel sleepers and 1 mile with cast-iron oval pots.	The dates of orders for survey and construction of the Lahore-Peshâwar section are as follow: *Dates for survey.* Jhelum to Râwalpindi, 8th November 1864. Lâla Mûsa to Miani junction, September 1877. Râwalpindi to Khushâlgarh, September 1879. Jhelum to Râwalpindi for improvement of grades, February 1886.

APPENDIX

Railways constructed and in

Standard gauge. STATE LINES WORKED

No.	Name of line and mileage sanctioned.	Miles.	Total mileage.	Date of opening for public traffic.	Miles.
XII	North Western (state)—*contd.*		Miles.		
	Brought forward .	514·92		Brought forward .	335·48 179·44
	MAIN LINE AND BRANCHES (Commercial)—*contd.*			MAIN LINE AND BRANCHES (Commercial)—*contd.*	
	Main line—			*Main line*—	
	Ráwalpindi to Pesháwar Cantonment	104·62		Ráwalpindi to Háji Shah (59 miles) opened on 1st January 1881, and Háji Shah to Fort Attock (4 miles) on 1st May 1881; but this aggregate of 63 miles to Fort Attock was reduced to 58¼ miles to Attock bridge, consequent on the opening of the permanent line between Golra and Margala and the section from mile 1,048¼ to 1,058 (Campbellpur to Khairabad) on 31st May 1883.	
				Thus, Ráwalpindi to Attock bridge	58·62
				Attock to Khairabad . 31-5-83	1·87
				Khairabad to Pesháwar City 1-5-82	41·75
				Pesháwar City to Pesháwar Cantonment . . . 1-1-83	2·38
					284·06
	Branches—			*Branches*—	
	Siálkot branch—			*Siálkot branch*—	
	Wazirabad to Siálkot . .	26·31		Wazirabad to Siálkot 1-1-84	26·31
	Carried over .	645·85		Carried over .	645·85

D—*continued.*

progress on the 31st March 1896.

BY THE STATE.

Standard gauge.

Details of construction.	REMARKS.
The chief works on the Lahore-Ráwalpindi section are the bridges over the Ravi, Chenab, Jhelum and Sohan; the passage through the Salt Range north of the Jhelum; the heavy engineering works in the hilly districts between Jhelum and Ráwalpindi, where the original $\frac{1}{89}$ grades have now been improved to $\frac{1}{107}$; and the Taraki quarry.	
	Dates for construction.
The chief works on the Ráwalpindi-Peshâwar section are the Indus (Attock) and the Haro bridges; and the tunnels at the Margala pass and the approach to the Indus. The main line has, for the most part, a wire fencing on both sides. The section from Lála Músa to Peshâwar is however only partially fenced.	Lahore to Jhelum . . . . . 2-10-69 Jhelum to Ráwalpindi . . . . . 17-9-77 Lála Músa to Miani . . . . . 24-7-78 Ráwalpindi to Khusálgarh . . . . . Sept. '79 Ráwalpindi to Peshâwar city . . . 3-10-79 Peshâwar City to Peshâwar Cantonment . 1-1-83 Maini to Jhelum river . . . . . 4-3-81 Maini to Bhera . . . . . 25-10-81 Maini to Khewra . . . . . 27-1-82 Wazirabad to Siálkot . . . . . 19-4-83 Conversion of the salt branch, afterwards designated the Sind-Sagar railway, eastern section, from metre to standard gauge . 27-11-84 Grades, Jhelum to Domeli . . . . Nov. '86 " Domeli to Soháwa . . . 31-10-91 " Soháwa to Gujar Khan . . . 18-4-89 " Gujar Khan to Ráwalpindi . . 28-2-92 It was originally intended to construct the line from Lahore to Peshâwar (formerly known as the Punjab Northern state railway) on the standard gauge; but the metre gauge was subsequently adopted, and 103 miles from Lahore to Jhelum were constructed on this gauge, the alignment being on the Grand Trunk road. At the end of 1873 it was decided to adopt a separate bank for the railway, and in July 1874 orders were given for the standard gauge to be reverted to.
The line from Wazirabad junction to the frontier of the Kashmir state is constructed for a single track. The rails are as noted below: 62 lb. flat-footed steel on wood sleepers 7·50 miles 70 " " " " 1·59 " 60 " " iron " 24·43 " 60 " " " on steel sleepers 1·37 " 34·80 } From Wazirabad to the frontier of the Kashmir state. On the Kashmir section, the ballast used is broken stone of excellent quality. Both sections are unfenced.	Of the metre gauge line, 62 miles (from Lahore to Wazirabad) were opened for traffic on the 12th April 1875, the alignment of the Grand Trunk road being adhered to, and a further section between Wazirabad and Naurungabad was opened on the 10th April 1876. This last section was laid upon the standard gauge embankment, and the works on the Grand Trunk road between the points mentioned were abandoned. The final conversion of the main line of railway between Lahore and Jhelum from metre to standard gauge was made on the 6th October 1878; and the works on the Grand Trunk road between Lahore and Wazirabad were then removed or abandoned, and the road restored to its legitimate purposes. In August 1874 the first engine was run through from Shahdara (5 miles from Lahore) to Wazirabad, and the metre gauge line to that place, including the bridge over the Ravi, was opened for traffic on the 12th April 1875. The standard gauge line to Jhelum was completed and opened in October 1878. The completion and opening, on the 24th May 1883, of the Attock bridge supplied the last link in a continuous chain of railway communication from Calcutta to Peshâwar, a distance of 1,555 miles.

APPENDIX

Railways constructed and in

tandard gauge. STATE LINES WORKED

No.	Name of line and mileage sanctioned.		Total mileage.		
XII	**North Western (state)**—*contd.*	Miles.	Miles.		Miles.
	Brought forward	645·85		Brought forward	645·85
	MAIN LINE AND BRANCHES (Commercial)—*contd.*			MAIN LINE AND BRANCHES (Commercial)—*contd.*	
	Branches—concluded.			*Branches*—concluded.	
	Wazirabad-Lyallpur branch—			*Wazirabad-Lyallpur branch*—	
	Wazirabad (885 miles from Kiámari on the North Western (state) railway) to Lyallpur	95·68		Wazirabad to Hafizabad 15-8-95	37·75
	Lyallpur to Toba Tek Singh	48·00		Hafizabad to Sangla Hill 1-1-96	31·00
		143·68		Sangla Hill to Lyallpur 15-2-96	26·93
					95·68
	Kashmir branch—			*Kashmir branch*—	
	Sialkot to the frontier of the Kashmir state	8·49		Sialkot to the frontier of the Kashmir state 15-3-90	8·49
		152·17			104·17
	Main line—			*Main line*—	
	Lahore to Khánpur	355·00		Lahore to Mooltan 24-4-65	207·80
				Mooltan to Muzaffarabad 21-8-70	6·95
				Muzaffarabad to Khánpur 1-7-78	140·25
					355·00
	Carried over	1,153·02		Carried over	1,105·02

D—*continued.*

progress on the 31st March 1896.

BY THE STATE. Standard gauge.

Details of construction.	REMARKS.
The line is constructed for a single track. The permanent-way consists of second-hand 60 lb. bull-headed, 68 lb. double-headed and 60 lb. flat-footed rails obtained from the renewals of the North Western (state) railway, laid on second-hand serviceable wooden or trough sleepers. For the present the line is being ballasted to about ⅓ of the full section, with stone ballast obtained from quarries at the Sangla hill, which is about 70 miles from Wazirabad.	This line, which is a portion of the project known as the Wazirabad-Mooltan railway, 200·34 miles in length, was surveyed and estimated for in 1892-93. It branches off from the North Western (state) railway at the station of Wazirabad and runs in a south-westerly direction more or less alongside the Chenab canal as far as the canal regulator at Naunana, about 48 miles from Wazirabad, whence it follows the course of the Rakli branch of the canal to Lyallpur, a proposed new civil station, 95·68 miles from Wazirabad. It was sanctioned for construction in December 1894, and work was started by the end of January 1895 along the projected line of railway by the officers of the Canal Department, who had the charge of earth-work, masonry of bridges, and other masonry work. The length of 95·68 miles above referred to excludes 3 miles of line from Khanki junction to the Khanki weir which is being worked as a tramway by the Punjab Irrigation Department and will be treated as a quarry siding. The construction of the Lyallpur-Toba Tek Singh section was provisionally sanctioned in December 1895, but commencement of work has not yet been authorized.
The banks are low throughout; and the bridges—though numerous owing to the number of irrigation channels and rajbahas to be crossed—are generally small, with the exception of one 6 × 40 feet girders over the main canal at mile 829·50 from Kurrachee, and another 3 × 40 feet at mile 793·25 over the Jhang branch canal.	The object of the line is to open up the country now being irrigated by the Chenab canal, and to provide carriage for the export of grain and produce of the land now being brought under cultivation by the colonists and settlers who are reclaiming the desert land of the Rechna Doab as it becomes fertilized by the supply of canal water.
Girders for all bridges have been supplied from the old stock of the North Western (state) railway.	
From Lahore to Ráewind the earthwork and bridges are for a single track. From Ráewind south distant signal to Muzaffarabad (188·49 miles) the earthwork and bridges are for a single line. The Punjab section double-headed 68 lb. iron rails have been in parts (aggregating 171·25 miles) replaced with double-headed 68 lb., bull-headed 73 lb., flat-footed 75 lb., and bull-headed 77½ lb., steel rails. The line from Muzaffarabad to Khánpur is constructed for a single track. It was originally laid with flat-footed iron rails 60 lb. to the yard, but 18·37 miles have been replaced with 62 lb. flat-footed steel rails, and 120·38 miles with 75 lb. flat-footed steel rails. The sleepers are wooden, except 76·63 miles which are laid with steel transverse sleepers. On the 1st January 1889 Muzaffarabad junction was closed and Sher Shah junction opened in connection with the Sind-Sagar loop.	The section from Lahore to Mooltan and Sher Shah (which, with the section from Amritsar to Lahore, was formerly called the Punjab railway) was commenced on the 8th February 1859. The dates of orders for survey and construction of the section from Muzaffarabad junction to Khánpur are the 30th October 1869 and 8th November 1871, respectively. This line was also commenced as a metre gauge railway, and works had been well advanced when orders were received to adopt the standard gauge. It was opened partly on the 21st August 1870 and partly on the 1st July 1878.

APPENDIX

Railways constructed and in

Standard gauge. STATE LINES WORKED

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
		Miles.	
XII	North Western (state)—*contd.*		
	Brought forward . 1,153·02		Brought forward . 1,105·02
	MAIN LINE AND BRANCHES (Commercial)—*contd.*		MAIN LINE AND BRANCHES (Commercial)—*contd.*
	Khánpur to Rohri . . 132·05		Khánpur to Rohri . . 1-7-78 132·05
	Rohri to Sukkur . . 2·64		Rohri to Sukkur . . 27-3-89 2·64
	Sukkur to Kotri . . 225·36		Sukkur to Rádhan . . 1-10-78 79·26
	360·05		Rádhan to Laki . 27-10-78 70·54
			Laki to Kotri . . 8-10-78 75·56
			360·05
	Kotri to Kurrachee Cantonment . . . 102·59		Kotri to Kurrachee City . 13-5-61 104·89
	Kurrachee Cantonment to Kurrachee City . . 2·30		Kurrachee City to Kiámári, including Napier Mole line—
	Kurrachee City to Kiámári (including Napier Mole line) . 3·06		For goods traffic, 16-6-89 } 3·06
	107·95		For passenger traffic, 5-11-91 }
			107·95
	Branches—		*Branches*—
	Sukkur to Sukkur Bandar . 1·76		Sukkur to Sukkur Bandar 1-10-78 1·76
	Kotri to Kotri Bandar . . 1·15		Kotri to Kotri Bandar . 1-4-89 1·15
	2·91		2·91
	*Meean Meer chord line**—		*Meean Meer chord line**—
	Meean Meer East to Meean Meer West . . . 2·25		Meean Meer East to Meean Meer West . . 10-12-91† 2·25
	Ferozepore branch—		*Ferozepore branch*—
	Ráewind to Ganda Singhwála 23·50		Ráewind to Kasúr . . 15-4-83 16·50
	Ganda Singhwála to Ganda Singh Bandar . . . 2·75		Kasúr to Ganda Singhwála 10-6-83 7·00
	Ganda Singh Bandar to Hussainiwala . . . 2·50		Ganda Singhwála to Ganda Singh Bandar . 15-12-83 2·75
	Hussainiwala to Ferozepore City . . . 2·00		Ganda Singh Bandar to Hussainiwala . . 8-5-87 2·50
	Ferozepore City to Ferozepore Cantonment . . . 2·00		Hussainiwala to Ferozepore City . . . 1-10-92 2·00
	32·75		Ferozepore City to Ferozepore Cantonment . . 1-10-88 2·00
			32·75
	Hussainiwala to Ferozepore Cantonment . . . 4·00‡		Hussainiwala to Ferozepore Cantonment . . . 8-5-87 4·00‡
	Carried over . 1,662·93		Carried over . 1,614·93

* This is a military line and is not intended to be used for ordinary public traffic. The line was completed on the 1st July 1888.
† This was the date on which the line was ready for being opened for traffic after the Consulting Engineer's inspection.
‡ This is a military line and is not intended to be used for ordinary public traffic.

D—*continued.*

progress on the 31st March 1896.

BY THE STATE.

Standard gauge.

Details of construction.	REMARKS.
The section from Khánpur to Kotri is constructed for a single track and with flat-footed iron rails 60lb. to the yard, and flat-footed steel 62lb. and 75lb. flat-footed and 73lb. bull headed steel rails, on transverse sleepers of creosoted pine, deodar and steel. The chief works on this line are the Lansdowne bridge over the Indus between Sukkur and Rohri and the cutting through the Laki pass.	The dates of orders for survey and construction of the section from Khánpur to Kotri are as follows: *Date for survey.* Khánpur to Kotri . . . . 30-10-69 *Dates for construction.* Khánpur to Rohri . . . . 8-11-71 Sukkur to Kotri . . . . 4-11-72 The construction of the Lansdowne bridge over the Indus at Sukkur was commenced in April 1883 and completed in March 1889. The opening of this bridge has dispensed with the length from Rohri to Rohri Bandar. The section from Sukkur Bandar to Sukkur Main is retained for goods traffic; it was originally treated as a siding, but is now shown as a branch line. The line from Khánpur to Kotri was commenced as a metre gauge railway, and works had been well advanced when orders were received to adopt the standard gauge.
On the section from Kotri to Kurrachee (formerly the Sind section of the Sind, Punjab and Delhi railway) the earthwork is for a single line, the masonry of bridges for a double line, the superstructure for a single line, some of the piers of the Malir viaduct for a double, and the rest for a single line. The masonry viaduct at Bahrun is for a double line. Ordinary double-headed rails 65 lb. to the yard, were originally laid on sleepers of creosoted pine; but they are being renewed with steel rails, 75·73 miles having been relaid with 75 lb. flat-footed, 25·07 miles with 68 lb. double-headed, and 4·25 miles with 77½ lb. bull-headed steel rails up to the 31st December 1895. From Kurrachee Cantonment station to Kurrachee City station the line is double.	The section from Kotri to Kurrachee was commenced on the 29th April 1858. The extension of the line from Kurrachee City to Kiámári was virtually completed on the 12th November 1887.
From Meean Meer East to Meean Meer West, including the siding to the commissariat yard, the line is constructed of second-hand 68 lb. double-headed iron rails and second-hand wooden sleepers. The line is unballasted, but is fenced.	The Meean Meer chord line has been constructed for troop traffic. The construction of a single line was sanctioned on the 14th June 1887 and finished on the 30th June 1888. The estimate for doubling the line was sanctioned on the 4th October 1888, and work completed on the 31st December 1890.
The Ferozepore branch was originally laid with part-worn Delhi section bull-headed 60 lb. steel-faced rails on second-class wooden sleepers. These have been replaced on 6 miles with 68 lb. bull-headed steel rails on cast-iron pots and wooden sleepers; 16·75 miles with 75 lb. flat-footed rails on deodar sleepers, and on 10·50 miles with 75 lb. flat-footed rails on steel trough sleepers. A new length of two miles has been constructed from Hussainiwala to Ferozepore City and joined to the old back shunt line which runs from Ferozepore Cantonment to the City station; the entire length being laid with 75 lb. flat-footed rails on deodar sleepers and fully ballasted and fenced. The new length of line runs between the City and Arsenal. The old line from Hussainiwala to Ferozepore Cantonment, which runs on the further side of the Arsenal from the City, has not been dismantled but is closed for traffic. The rails on the Kaiser-i-Hind bridge are 75 lb. flat-footed steel.	The construction of the branch line from Ráewind to Ganda Singhwála was sanctioned on the 9th November 1882, and an extension of the branch from Ganda Singhwála to the boat bridge over the Sutlej opposite Ferozepore was sanctioned on the 2nd October 1883. The Kaiser-i-Hind bridge over the Sutlej near Ferozepore was opened on the 8th May 1887.

APPENDIX

Railways constructed and in STATE LINES WORKED

Standard gauge.

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
	Miles.	Miles.	Miles.
XII	**North Western (state)**—*contd.*		
	Brought forward . 1,662·93		Brought forward . 1,614·93
	MAIN LINE AND BRANCHES (Commercial)—*concld.*		MAIN LINE AND BRANCHES (Commercial)—*concld.*
	Pathánkôt branch—		*Pathánkot branch*—
	Amritsar *vid* Batála and Gurdáspur to Pathánkot . . . . 66·70	1,729·63	Amritsar to Dínanagar . 1-1-84 51·22 Dínanagar to Pathánkot . 8-6-84 15·48 66·70
			TOTAL MAIN LINE AND BRANCHES . 1,681·63
	FRONTIER SECTION (Military)—		FRONTIER SECTION (Military)—
	Sind-Sagar railway and Khusálgarh branch—		*Khusálgarh branch*—
	Khusálgarh branch—		Golra junction to Langar . 1-4-81 60·50 Langar to Khusálgarh . 16-4-81 } 9·66 Khusálgarh, new station . 13-7-83 } 70·16
	Golra junction to Khusálgarh . 70·16		
	Sind-Sagar railway—		*Sind-Sagar railway*—
	Main line—		*Main line*—
	Lála Músa (82·27 miles from Lahore) to Malakwál . 44·97 Malakwál to Chenab west bank . . . . 294·78 Chenab west bank to Chenab east bank . . . 2·49 Chenab east bank to Sher Shah . . . . 2·39 344·63		Lála Músa to Malakwál . 10-2-86 44·07 Malakwál to Bhakkar . 15-8-87 175·07 Bhakkar to Chenab west bank . . . 22-1-87 119·71 Chenab west bank to Chenab east bank . . . 1-2-90 2·49 Chenab east bank to Sher Shah . . . 1-1-89 2·39 344·63
	Carried over . 414·79	1,729·63	Carried over . { 1,681·63 414·79

D—*continued.*

progress on the 31st March 1896.

BY THE STATE. Standard gauge.

Details of construction.	REMARKS.
The line is three-fourths ballasted, and the banks and bridges have been made up to the full width of 20 feet for a single track. The old rail bridge across the Dehmu creek has been replaced by 4 spans of 40-feet girders on brick piers, and from this to the Kaiser-i-Hind bridge and thence on to Hussainiwala the line is carried on a raised embankment through the old bed of the river. The Kaiser-i-Hind bridge consists of 27 spans of 150 feet new pattern steel girders on brick piers, 26¼ feet by 14½ feet, with rounded cut-waters. The piers are built on wells, 23 feet in diameter, headed with Portland cement concrete. The railway is carried on the lower booms, and a cart road on the upper booms. Extensive protective works were made to train the river through the bridge. The Ferozepore branch is wholly fenced.	The construction of the branch from Hussainiwala to Ferozepore City was sanctioned on the 29th October 1891, and was opened for traffic on the 1st October 1892.
The Pathánkot branch commences from Amritsar station with a curve of 3,500 feet radius, and runs practically along a watershed the whole way to Pathánkot. The only bridges of any importance are those which cross the Bari Doab canal and its branches. The line presented no engineering difficulties; the rise on the whole length between Amritsar and Pathánkot is 333·96 feet, the steepest gradient being 1 in 170, and the sharpest curve of a radius of 2,000 feet. Steel rails 62 lb. to the yard have been used. The whole line is fenced.	The survey of the Pathánkot branch was undertaken by the Government of the Punjab in 1879, and its construction was sanctioned on the 6th December 1881. The line was at first worked, under agreement, by the North Western (state) railway. It was absorbed into the North Western (state) railway system on the 1st April 1892.
The line from Golra junction to Khusálgarh is constructed for a single track. The rails are flat footed steel, 62 lb. to the yard, spiked to transverse wooden sleepers. The Khusálgarh branch is unfenced, except at stations.	
The Sind-Sagar eastern section [formerly known as the Salt branch of the Punjab Northern state railway] was originally laid for a metre-gauge single track with 40 lb. rails. It has since been converted into a single standard gauge line. From Lála Músa junction to Malakwál the rails are flat-footed steel 75 lb. to the yard, laid on transverse wooden sleepers; and from Malakwál to Bhera the rails, taken from the main line, are old iron flat-footed, 60 lb. to the yard, laid on wooden sleepers. The rails used on the Sind-Sagar, western section, are steel, 75lb. to the yard. 194·69 miles on steel sleepers, 30·00 miles on steel and wood mixed, and the remainder with wooden sleepers.	The Sind-Sagar line connects the frontier stations of Dera Ismail Khan and Dera Gházi Khan with the Indian railway systems. The orders for the survey were issued in October 1884, and in December 1884 the Government sanctioned the construction of the Victoria bridge over the Jhelum at Chak Nizam and the work on the portion of the line (3·50 miles) between Malakwál and the Jhelum river. The whole line between Malakwál and Pind Dádan Khán was seriously damaged by heavy floods in 1893; several small bridges were washed away and large new works have been undertaken to remedy defects.

APPENDIX

Railways constructed and in

Standard gauge. STATE LINES WORKED

No.	Name of line and mileage sanctioned.		Total mileage.	Date of opening for public traffic.	
		Miles.	Miles.		Miles.
XII	North Western (state)—*contd.*				
	Brought forward	414·79	1,729·63	Brought forward	1,681·63 414·79
	FRONTIER SECTION (Military)—*contd.*			FRONTIER SECTION (Military)—*contd.*	
	Branches—			*Branches—*	
	Bhera branch—			*Bhera branch—*	
	Malakwál to Bhera . .	18·00		Malakwál to Bhera . . 15-3-87	18·00
	Bhaganwala branch—			*Bhaganwala branch—*	
	Haranpur to Bhaganwala .	7·61		Haranpur to Bhaganwala— For goods traffic . . .	7·61
	Khewra branch—			*Khewra branch—*	
	Chalisa junction to Khewra salt mines .	6·36		Chalisa junction to Khewra salt mines . . . 15-8-87	6·36
	Khewra to Kalapani .	2·27		Khewra to Kalapani— For coal traffic . . 1-8-89	2·27
		8·63			
	Mári branch—			*Mári branch—*	
	Kundián to Miánwáli .	9·00		Kundián to Mári . . 15-3-92	36·32
	Miánwáli to Mári .	27·32			
		36·32			
	Dera Ghási Khan branch—			*Dera Ghási Khan branch—*	
	Mahmúd Kot to Gházi ghát .	12·11		Mahmúd Kot to Gházi ghát 1-4-87	12·11
		82·67			82·67
				Total Sind-Sagar railway with branch and Khushálgarh branch	497·46
	Carried over	497·46	1,729·63	Carried over	1,681·63 497·46

D—*continued.*

progress on the 31st March 1896.

BY THE STATE. **Standard gauge.**

Details of construction.	REMARKS.
The steepest gradient on the main line is 1 in 100.	
The Sind-Sagar railway is unfenced, except on the portion from Sher Shah to Chenab west bank.	
The permanent-way on the Bhaganwala branch consists of iron-flat-footed 60 lb rails laid on serviceable deodar sleepers. The line is a surface one without bridges, all cross drainage being dealt with by boulder dips.	The line from Haranpur to Bhaganwala was sanctioned as a siding on the 13th July 1894 primarily for developing the new colliery at Bhaganwala. It has subsequently been decided to open this length for passenger traffic.
On the Khewra branch there are two gradients; one 0·76 mile long of 1 in 53·54 and 1 in 60, and another 0·46 mile long of 1 in 100.	
The sharpest curve on the main line is 1° on the branches, 2,000 feet is the sharpest, except on the Khewra branch where there are two curves of 4°.	
The earthwork is light throughout.	
The bridging is light. With the exception of the bridge over the river Jhelum between Malakwál and Haranpur, the longest on the main line is a bridge of 10 spans of 40 feet on wells sunk 30 feet below the level of the bed of the river.	The lengths from Kundián to Miánwáli and Miánwáli to Mári were sanctioned for construction on the 27th February 1886 and the 10th December 1889, respectively.
On the Kundián-Miánwáli section of the Mári branch the permanent-way consists of 75 lb. flat-footed steel rails laid on steel trough sleepers, the ballast used being sand with a capping of ballast 4 feet per foot run.	The branch runs parallel to the Indus, ending at Mári on the Indus opposite Kalabagh. It will eventually be connected with the branch from Attock now under construction.
The Miánwáli-Mári section is laid with second hand iron rails, 60 lb. to the yard, on wooden sleepers, and ballasted with 8 cubic feet of shingle per foot run.	The lines from Darya Khan to Dera Ismail Khan ferry and from Gházi ghát to Dera Gházi Khan ferry were opened on the 10th February 1888 and closed to traffic from May 1888.
The branch is unfenced throughout.	
The bridging is light between Kundián and Miánwáli, but is heavy between Miánwáli and Mári, especially towards Mári. The largest is the bridge of 5 spans of 40 feet girders over the Jabba nullah.	[The lines from Lála Músa to Malakwál and from Malakwál to Bhera have replaced the old metre gauge line, *viz.*: Lála Músa to Miani on the Jhelum opposite Pind Dádan Khán . . 53·75 Miani to Bhera . . 8·75 Miani to Khewra (abandoned) . . 10·00 72·50
The ruling gradient is 1 in 200, and the sharpest curve is 1,433 feet in radius.	
On the Dera Gházi Khan branch there is a bridge of 2 spans of 100 feet, with rails on the bottom booms, over the Chitta Wah, a branch of the river Indus. The foundations are on wells sunk 30 feet below low-water level.	The dates of opening of the metre gauge line were as follow: Lála Músa to Bahá-ud-dín (28·50 miles) on the 1st January 1880. Bahá-ud-dín to Hariah (10·50 miles) on the 1st February 1880. Hariah to Miani (14·75 miles) on the 10th April 1880. Miani to Bhera (8·75 miles) on the 2nd February 1882. Miani to Khewra (10 miles) on the 1st January 1883.]
Over the river Khewra, on the Khewra branch, is a bridge of 4 spans of 40 feet on a gradient of 1 in 53·54.	
The bridge over the Chenab at Sher Shah was opened on the 1st February 1890. It consists of 17 spans of 200 feet on double hexagonal wells founded 107 feet below rail-level and 75 feet below low-water, and has a roadway on the same level as the rails, 15′ wide between girders and 14′ 6″ headway at centre from rail level to bottom of cross girders of top boom. The roadway consists of corrugated steel troughs fitted with teak scantlings. A special feature of the bridge is the reduction of water-way effected as compared with other works of its class.	
The Victoria bridge over the river Jhelum near Chak Nizam was opened on the 16th May 1887. It consists of 17 spans of 150 feet steel girders, and is founded on single wells of 25 feet external diameter and sunk 82 feet below low-water level.	
The wells of the Victoria bridge are continued as piers to girder-bed level. The brick steining is 5½ feet thick. All the wells are hearted with a 10 feet plug of Portland cement concrete, above which is ordinary semi-hydraulic lime concrete, the tops of the piers being finished off with solid brick masonry over the concrete.	
The girders are the ordinary triangulated type with rails on bottom booms. The cross girders are lengthened out on each side to support two footways.	

APPENDIX

Railways constructed and in

Standard gauge. STATE LINES WORKED

No.	Name of line and mileage sanctioned.		Total mileage.	Date of opening for public traffic.	
		Miles	Miles.		Miles.
XII	North Western (state)—*concld.*			Brought forward	1,681·63
	Brought forward	497·46	1,729·63		497·46
	FRONTIER SECTION (Military)—*concld.*			FRONTIER SECTION (Military)—*concld.*	
	Sind-Pishin railway—			*Sind-Pishin railway*—	
	Main line—			*Main line*—	
	Ruk junction to Sibi	132·52		Ruk to Sibi—	
	Sibi to Bostán	135·01		For coaching traffic 2-5-80	132·52
	Bostán to Gulistán	30·48		For goods traffic 1-7-80	
	Gulistán to Kila Abdulla	8·18		Sibi to Sharigh—	
	Kila Abdulla to Chaman	29·40		For goods and parcels traffic 20-3-87	74·69
		335·59		For coaching traffic 28-8-87	
				Sharigh to Bostán 28-8-87	60·32
				Bostán to Kila Abdulla—	
				For goods traffic 25-1-88	38·66
				For coaching traffic 8-2-88	
				Kila Abdulla to Chaman 1-1-92	29·40
				Total Sind-Pishin railway	335·59
	Quetta loop—			*Quetta loop*—	
	Quetta to Bostán	20·59	853·64	Quetta to Bostán 28-8-87	20·59
				Total Quetta loop	20·59
				TOTAL FRONTIER SECTION	853·64
				DOUBLE—MAIN LINE AND BRANCHES—(COMMERCIAL)—	
				Kurrachee Cantonment to Kurrachee City 13-5-61	2·30
				Meean Meer East to Meean Meer West 10-12-91	2·25
				DOUBLE—MAIN LINE AND BRANCHES—(MILITARY)—	
				Gulistán to Chaman 20-9-92	36·82
				TOTAL DOUBLE LINE	41·37
		TOTAL	2,583·27	TOTAL OPEN MILEAGE	2,535·27

D—*continued.*

progress on the 31st March 1896.

BY THE STATE. Standard gauge.

Details of construction.	REMARKS.
Somewhat extensive protective works have been carried out to train the river through the bridge.	Orders for the survey and construction of the section from Ruk to Sibi issued in October 1879.
The length from Ruk to Sibi is a single line, and the permanent-way is of several varieties, comprising 62 lb. steel rails on wooden sleepers, 68 lb. double-headed rails on cast-*iron pots*, 82 lb. East Indian railway (very old) rails, and 84 lb (Great Indian Peninsula steel bull-headed rails on wooden sleepers and 75 lb. steel flat-footed on *wooden sleepers* on the 31st December 1895.	
From Sibi for a length of 39 miles the line is laid with double-headed rails, 75lb. to the yard, on Denham-Olpherts sleepers. The remainder of the line is laid with flat-footed steel rails, 75lb. to the yard, on steel trough sleepers.	Sanction was given for the construction of the Bostán-Gulistán section in May 1885, and of the Gulistán-Chaman section in November 1887.
The line throughout has been constructed for a single track only, except from Gulistán to Chaman, which is double.	The re-grading operations between Sibi and Nákus have been completed; there is now no grade on that section virtually steeper than 1 in 55.
Ruling gradients are— 1 in 200 between Sibi and Nárí. 1 in 55 between Nárí and Dalújal. 1 in 68·4 between Dalújal and Spintangi. 1 in 55 between Spintangi and Nákus. 1 in 45 between Nákus and Sharigh. 1 in 50 between Sharigh and Khost. 1 in 42·3 between Khost and Khanai. 1 in 81·2 between Khanai and Bostán. 1 in 100 between Bostán and Gulistán. 1 in 39·8 between Gulistán and Chaman.	
From Nárí (140th mile from Ruk junction) to Spintangi (175th mile) and from Dirgi (224th mile) to Ghurkai (256th mile), 67 miles in all, work was exceptionally heavy in bridging, tunnelling and earthwork. At the Khojak pass (316th mile) the Khojak tunnel, 2¼ miles long, occurs; the approaches to it on either side involve very heavy earthwork.	
The Sind-Pishin main line is fenced from Ruk junction to Jhatpat; the remainder of the line is unfenced.	
The Quetta-Bostán section has been laid with 75 lb. flat-footed rails on steel sleepers.	The line from Quetta to Bostán was completed in October 1886. The remaining portion of the Quetta loop, *viz.*, from Sibi to Quetta, together with the Mithri chord line, was made over to the Mushkaf-Bolán railway from the 1st November 1891 for reconstruction on a new alignment.
The works are light and the ruling gradient is 1 in 93·6.	
This section is unfenced.	
The following statement shows the length and situation of gradients up to 1 in 100 and of curves under a radius of 1,000 feet:	

SECTION OF LINE.	LENGTH OF GRADIENTS.			CURVES UNDER A RADIUS OF 1,000 FEET.	
	$\frac{1}{80}$ and less	$\frac{1}{81}$ to $\frac{1}{90}$	$\frac{1}{91}$ to $\frac{1}{100}$	Length.	Radii.
	Miles.	Miles.	Miles.	Miles.	Feet.
Lahore district ($\frac{1}{150}$)	...	...	0·21	...	...
Rawalpindi ($\frac{1}{181}$)	...	...	67·59	...	...
Mile 955·30 between Lahore and Rawalpindi	...	...	...	0·21	955
Sind-Sagar, Main line—					
Between Havelpur and Chaliss ($\frac{1}{150}$)	...	...	0·06	...	...
Khushalgarh branch	1·23	12·42	9·21	...	...
Bhagawala ,, ($\frac{1}{180}$)	...	...	0·43	...	...
Khewra ,,	...	1·59	0·45	...	...
Sukkur bandar ,, ($\frac{1}{84}$)	...	0·08	...	...	...
Sind-Pishin—					
Sibi to Nákus	...	30·30	5·50	6·49	Varying from 455 to 990 ft.
Nákus to Bostan	22·70	18·96	6·89	9·99	Varying from 900 to 980 ft.
Bostán to Varz	...	...	1·42	...	...
Gulistán to Chaman	25·14	3·16	1·24	7·56	Varying from 772 to 988 ft.
Bostán to Quetta	...	...	5·39	0.20	Varying from 550 to 980 ft.

The Jammu and Kashmir and Rájpura-Bhátinda railways are worked by the North Western (state) railway. The terms of working will be found in Appendices S and V to Part II of the Railway Administration Reports for 1890-91 and 1892-93, respectively.

APPENDIX

Railways constructed and in

Standard gauge. STATE LINES WORKED

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.	
		Miles.		Miles.
XIII	**Hyderabad-Shadipalli—** Miles.			
	Gidu Bandar on the Indus near Hyderabad to Shadipalli . .	58·91	Gidu Bandar to Shadipalli . 18-8-92	58·91
XIV	**Oudh and Rohilkhand (state)—**		Moghal Sarai to 3·25 mile 22-12-62	3·25
	Main line—		From 3·25 *miles* south of the Dufferin bridge to the Benares Ganges station . . . 1-10-87	4·25
	Starting from the East Indian railway junction at Moghal Sarai, the main line up to the 1st December 1894 passed through Benares Cantonment, Jaunpur, Fyzabad, Bara Banki, Lucknow (junction *for* Cawnpore), Shâhjahânpur, Bareilly, Chandausi (junction for Aligarh), Moradabad and Roorkee, and joined the North Western (state) railway at Saháranpur junction .		From the Benares Ganges station to Benares Cantonment . . . 18-6-83	1·50
			Benares Cantonment to Shâhganj . . . 5-1-74	56·00
			Shâhganj to Bilwâi . . 1-5-74	7·00
			Bilwâi to Mâlipur . . 17-4-74	9·00
			Mâlipur to Akbarpur . 2-3-74	12·00
			Akbarpur to Fyzabad . 10-6-73	36·00
			Fyzabad to Bara Banki . 25-11-72	62·00
			Bara Banki to Lucknow . 1-4-72	47·00
			Lucknow to Sandila . 1-2-72	30·00
			Sandila to Hardoi . . 15-7-72	33·00
			Hardoi to Shâhjahânpur . 1-3-73	39·00
			Shâhjahânpur to Faridpur 8-9-73	32·00
	On the 1st December 1894 the main line was diverted to the chord between Bareilly and Moradabad *vid* Rámpur, shortening the through route between Moghal Sarai and Saháranpur by 14·43 miles, Chandausi being placed on the loop line, and the main line mileage being .	530·27	Faridpur to Bareilly { 1-11-73 / 2-12-73 }	13·00
			Bareilly to Moradabad (chord line *vid* Rámpur) 8-6-94	56·07
			Moradabad to Nagina . 8-10-84	47·25
			Nagina to Najibabad . 1-4-85	13·70
			Najibabad to Saháranpur . 1-1-86	58·25
				530·27
	Loop line—		*Loop line—*	
	Bareilly to Moradabad *vid* Chandausi	70·50	Bareilly to Ukka . . 22-12-73	5·00
			Ukka to Aonla . . 1-11-73	11·00
			Aonla to Chandausi . 10-6-73	27·00
			Chandausi to Moradabad . 28-10-72	27·50
				70·50
	Branches—		*Branches—*	
	Ránupáli junction (126·75 miles from Moghal Sarai) to the right bank of the Gogra river at Ajodhya ghát (*Ajodhya ghát branch*) . . 3·22		*Ajodhya ghát branch—* Ránupáli to Ajodhya ghát. 15-11-86	3·22
			Bahramghat branch—	
	Bara Banki junction (191 miles from Moghal Sarai) to Bahramghat (*Bahramghat branch*) . . 21·52		Bara Banki to Bahramghat 20-11-72	21·52
			Cawnpore branch—	
	Lucknow junction (208 miles from Moghal Sarai) to the East Indian railway at Cawnpore (*Cawnpore branch*) . . . . . 45·45		Lucknow to Cawnpore . 23-4-67	42·00
			Left bank Ganges to junction with the East Indian railway at Cawnpore . 15-7-75	3·22
			Passenger approach to the East Indian railway at Cawnpore . . . 21-2-88	0·23
				45·45
	Chandausi junction (398 miles from Moghal Sarai) to the East Indian railway at Aligarh (*Aligarh branch*) 60·60		*Aligarh branch—*	
			Aligarh to Rájghat . 1-2-72	30·12
			Rájghat to Chandausi . 28-10-72	30·48
				60·60
	Carried over . 130·79	600·77	Carried over .	731·56

D—*continued.*

progress on the 31st March 1896.

BY THE STATE.

Standard gauge.

Details of construction.	REMARKS.
This railway is constructed for a single line. The ruling gradient is 1 in 200, and the earthworks are light. The permanent-way is second-hand flat-footed 60 lb. iron rails laid on deodar sleepers. Earth ballast is used, except at points and crossings. There is only one curve under a radius of 1,000 feet, *viz.*, 800 feet. It occurs in the 1st mile from Gidu Bandar, and is 922 feet in length.	The construction of this line was sanctioned on the 5th March 1891. It is worked by the North Western (state) railway for 45 per cent. of the gross earnings, including the hire of rolling stock *plus* actual cost of maintenance and Telegraph Department charges.
Land is taken up for a double line, but the formation is for a single way; between Lucknow and Bara Banki (late Nawabganj) the masonry of bridges is constructed for a double line. The permanent-way at first adopted for the system was a 60 lb. iron rail, laid partly on cast-iron oval bowl, and partly on wrought-iron saddle-back, sleepers. The Cawnpore branch which was originally laid with 36 lb. iron rails on corrugated iron pressure plates was afterwards relaid with 61 lb. iron on cast-iron bowls. These have since been entirely removed and have been replaced by 60 lb. steel rails on deodar and sál sleepers. Up to 1889 the original iron rails had been replaced by 60 lb. steel rails, and since 1889 all renewals have been made with 75 lb. steel rails of the Indian State Railway pattern. On the northern extension, from Moradabad to Sahá-ranpur and the Hardwar branch, 75 lb. steel rails were originally laid on steel bowls. Renewals of sleepers are made either with steel bowls still in stock or with cast-iron bowls locally made. The permanent-way for the Bareilly-Rámpur-Moradabad railway (now a part of the main line) is 75 lb. steel rails of the Indian State Railway pattern, laid on steel trough sleepers. The length of permanent-way of the different types as existing on 31st December 1895 is shown in the following table:	The branch from Lucknow to Cawnpore was commenced in January 1864. Like the Nalhátí and Azímganj lines, this branch was begun under subsidy by the Indian Branch Railway Company, but a guarantee was subsequently granted. In 1880 the company was relieved from its obligation under the original contract to make a line of railway from Buxar to Akbarpur, and it was agreed that in lieu thereof the company should construct a bridge over the Ganges at Benares and should form a junction with the East Indian railway at Moghal Sarai. The work was started in 1881, and the Dufferin bridge over the Ganges was opened for traffic on the 1st October 1887. The Oudh and Rohilkhand railway at the same time took over the Benares branch of the East Indian railway between Moghal Sarai junction station and the Dufferin bridge. The construction of the Moradabad-Sahá-ranpur extension was sanctioned on the 29th August 1881, and the Oudh and Rohilkhand Railway Company commenced the work for Government pending negotiations as to its incorporation in the general system of that company. The Bareilly-Rámpur-Moradabad line was sanctioned for construction on the 4th December 1891, and on its opening was treated as a part of the main line, the original line *vid* Chandausi being thenceforth regarded as a Loop. The inclusion of the Roorkee-Hardwar line in the extension was sanctioned on the 17th February 1883, but this route was subsequently abandoned in favour of that from Lhaksar to Hardwar, sanction to which was given on 15th May 1883. Sanction to the construction of the Moradabad line and Hardwar branch as an integral part of the company's undertaking was given on the 10th September 1883. Sanction to the construction of the Ajodhya ghát branch was given on the 16th December 1884.

Rails.

LOCALITY.	73 lb. East Indian railway pattern double-headed iron rail.	60 lb. flat-footed iron rail.	60 lb. flat-footed steel rail.	75 lb. flat-footed Indian state railway steel rail.	75 lb. flat-footed Oudh and Rohilkhand railway pattern steel rail.	TOTAL.
	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
From Moghal Sarai—zero to 2·99 miles	2·99	...	...	...	...	2·99
From mile 2·99 to Moradabad *viâ* the loop line, including Bahraurgnat, Cawnpore and Aligarh branches	...	130·75	159·17	258·01	11·15	559·08
Ajodhya ghát branch	...	...	3·22	...	...	3·22
Moradabad to Sahá-ranpur, and the Hardwar branch	...	...	...	...	136·26	136·26
Rae Bareli branch	...	...	...	48·56	...	48·56
Bareilly-Rámpur-Moradabad chord line	...	...	...	56·07	...	56·07
TOTAL	2·99	130·75	153·39	362·64	147·41	797·18

Sleepers.

Cast-iron oval bowl.	Wrought-iron saddle.	Steel, McLellan and Smith's patent.	Steel trough.	Wooden.	TOTAL.
Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
373·75	47·46	206·16	92·84	74·97	797·18

APPENDIX

Railways constructed and in

STATE LINES WORKED

Standard gauge.

No.	Name of line and mileage sanctioned.	Miles.	Total mileage. Miles	Date of opening for public traffic.	Miles.
XIV	**Oudh and Rohilkhand (state)—*concld.***				
	Brought forward	130·79	600·77	Brought forward	731·56
	Branches—concld.			*Branches*—concld.	
	Lhaksar junction (498 miles from Moghal Sarai *viâ* the chord line) to Hardwar (*Hardwar branch*)	17·06		*Hardwar branch*— Lhaksar junction to left bank Ganges canal near Jawálapur . . 1-1-86 . 13·53	
				Left bank Ganges canal near Jawálapur to Hardwar . . . 20-8-86 . 3·53	
					17·06
	Lucknow junction (208 miles from Moghal Sarai junction) to Rae Bareli (*Rae Bareli branch*)	48·56		*Rae Bareli branch*— Lucknow to Rae Bareli— For goods traffic . 18-10-93 } For passenger traffic . 26-10-93 }	48·56
	Najíbabad junction (472·02 miles from Moghal Sarai *viâ* the chord line) to the right bank of the Koh river opposite Kotdwára (*Kotdwára branch*) .	15·17	211·58		
	TOTAL .		812·35	TOTAL OPEN MILEAGE .	797·18
XV	**Eastern Bengal (state)—**				
	EASTERN SECTION— *Main line*—			EASTERN SECTION— *Main line*—	
	Calcutta to Jagati junction .	107·25		Calcutta to Ránaghat . 29-9-62	45·25
	Jagati junction to 145th mile .	37·82		Ránaghat to Jagati junction 15-11-62	62·00
		145·07		Jagati junction to 145th mile 1-1-71	37·82
					145·07
	Branches—			*Branches*—	
	Jagati junction to river Ganges (*Kooshtea branch*) . .	3·77		Jagati junction to river Ganges (*Kooshtea branch*) . 16-2-64	3·77
	Kooshtea loop line . .	1·17		Kooshtea loop line . . 1-8-81	1·17
	Canal junction to Chitpore (*Chitpore branch*) . .	2·00		Canal junction to Chitpore (*Chitpore branch*) . 25-8-73	1·88
				Portion in Chitpore yard for goods traffic . . 13-4-88	0·12
				10-6-87	4·00
	Rajbári to Goalundo . .	4·76		Rajbári to Goalundo . { 9-10-93	0·03
	Mile 145 to Panchooria .	4·74		6-10-95	0·73
	Belgáchai to the Ganges .	2·25		Mile 145 to Panchooria . 1-4-90	4·74
	Rajbári to Lalgola new station	3·50			
	Panchooria junction to the Ganges (*Fakirabad line*) .	5·75			16·44
		27·94			
	Carried over .	173·01		Carried over .	161·51

D—*continued.*

progress on the 31st March 1896.

BY THE STATE. Standard gauge.

Details of construction.	REMARKS.
The permanent-way for the Lucknow-Rae Bareli line is 75 lb. steel rails of the Indian State railway pattern, laid partly on deodar and partly on steel trough sleepers. The line is fenced throughout with wire fencing. There are no gradients so steep as 1 in 100 or curves under a radius of 1,000 feet.	Sanction to the construction of the Lucknow-Rae Bareli-Jaunpur line was given on the 5th August 1891. The section from Lucknow to Rae Bareli was opened for traffic in October 1893. Sanction to the construction of the Kotdwára branch, which will serve the military station of Lansdowne, was accord in October 1895. A tramway, constructed at the expense of Messrs. Carew & Co., connects the Rosa Sugar Factory with the Oudh and Rohilkhand (state) railway near Sháhjahánpur. This tramway is 3·25 miles long and is worked by manual power. It is used for goods traffic only. The Powayan steam tramway also joins the Oudh and Rohilkhand (state) railway at Sháhjahánpur. The Oudh and Rohilkhand railway was acquired by the State from the late guaranteed company on the 1st January 1889.
The land and earthwork, as also the masonry of bridges and viaducts, are for a double line, but the girders put up are for a single line. Only one track has been laid, except from Calcutta to Naihátí, which was doubled in 1886, and from Naihátí to Ránaghat, which was doubled in 1892. The rails are iron, double-headed, weighing 74 lb. to the yard, except over 101·42 miles on which the 74 lb. rails have been replaced by 30 feet steel rails weighing 73 lb. to the yard. The second track between Sealdah and Ránaghat has been laid with double-headed steel rails weighing 73 lb. to the yard on Denham-Olpherts sleepers. The Goalundo extension embankment is for a single track only. All small bridges are built for a double line, and the inside piles and girders of screw-pile bridges are made strong enough for a double line. The permanent-way is similar to that on the old main line. The sleepers used are sál, creosoted pine, hardwood and cast-iron bowls. The wooden sleepers are gradually being replaced by Denham-Olpherts.	The line from Calcutta to Kooshtea was commenced on the 16th April 1859. The Kooshtea branch was opened for passenger traffic in 1868. The Goalundo extension was commenced in the cold season of 1865-66 and completed in 1871. The estimate for the Chitpore branch was sanctioned on the 12th April 1873. The line was completed and opened for goods traffic on the 25th August 1873, but the length was not included with the open mileage until 1874. There is a branch, ½ mile in length, at Shámnagar which is treated as a siding. It was opened in April 1868. Owing to the encroachments of the river Ganges it became necessary in 1882 to construct a diversion between the 147th mile and Goalundo; 3 miles of this were opened on the 9th, and the remainder on the 15th August 1882. In 1887 the terminus at the Goalundo end was removed from old Goalundo to a point north of Rajbári. The extension to Panchooria, 6 miles east of Rajbári, was opened for goods traffic in August 1887, and used for country boat traffic only. It was opened for passenger traffic on the 1st April 1890. The Kooshtea branch has been reduced from 4 to 3·77 miles, owing to part of it having become a siding since the construction of the Kooshtea loop line. The rails on the portion of line from the Kooshtea engine shed to old Kooshtea, 0·75 mile, have been taken up. The lines from Belgáchhi and Panchooria to the Ganges and from Rajbári to Lalgola (new station) were sanctioned for construction in February 1896. The Eastern Bengal railway was acquired by the State from the late Guaranteed Eastern Bengal Railway Company on the 1st July 1884, and on the same date the Poráduha branch of the Northern Bengal state railway was permanently amalgamated with the Eastern Bengal railway.

APPENDIX

Railways constructed and

Standard gauge. STATE LINES WORKED

No.	Name of line and mileage sanctioned.		Total mileage.	Date of opening for public traffic.	
XV	**Eastern Bengal (state)—**	Miles.	Miles.		Miles.
	Brought forward .	173·01		Brought forward .	161·51
	EASTERN SECTION—*concld.*			EASTERN SECTION—*concld.*	
	Porádaha branch—			*Porádaha branch—*	
	Porádaha (102·72 miles from Calcutta) to Bhairámára on the right bank of the Ganges .	11·79		Porádaha to Bhairámára . 19-1-78 .	11·79
	Bhairámára to Golabnuggur (Dámukdia station) . . .	6·10		Bhairámára to Golabnuggur (Dámukdia) . 8-12-83 .	6·10
		17·89			17·89
			190·90	*Total eastern section* .	179·40
	SOUTHERN SECTION—			SOUTHERN SECTION—	
	Original line—			*Original line—*	
	Calcutta to Port Canning . .	27·79		Calcutta to Champahati . 2-1-62 .	15·00
	Junction with Eastern section . .	0·41		Champahati to Port Canning 15-5-63 .	12·79
		28·20		Junction with eastern section . . . . 15-8-85 .	0·41
					28·20
	Diamond Harbour line—			*Diamond Harbour line—*	
	Sonárpur to Magra Hát . .	14·85		Sonárpur to Baruipur . . 10-6-82	5·30
	Magra Hát to Diamond Harbour	12·69		Baruipur to Magra Hát . 18-12-82	9·55
	Diamond Harbour towards Hara fort	0·42		Magra Hát to Diamond Harbour . . . 25-4-83	12·69
		27·96		Diamond Harbour towards Hara fort . . . 25-4-83	0·42
					27·96
	Carried over .	56·16	190·90	Carried over .	179·40 56·16

D—*continued.*

in progress on the 31st March 1896.

BY THE STATE.

Standard gauge.

Details of construction.	REMARKS.
The Porádaha branch is laid with rails, 72 lb. to the yard, on iron pot sleepers. The Dámukdia extension has been laid on sál sleepers with second hand rails, 74 lb. to the yard, obtained from the East Indian railway. This section is fenced throughout.	Sanction to the construction of the Porádaha-Bhairámára and Bhairámára-Golabnuggur sections was given on the 4th April 1876 and 22nd September 1883, respectively. A steam ferry in connection with the train services plies on the Ganges between Golabnuggur and Sára ghát. The doubling of the line between Naihátí and Sealdah was sanctioned in July 1884 and completed in 1886-87, between Naihátí and Kánchrapára and Kánchrapára and Ránaghat was sanctioned in May 1891 and October 1891, respectively, and completed in 1892, and between Ránaghat and Porádaha junction was sanctioned in December 1895 and is in hand. The Raita extension, 5 miles in length, was surveyed in 1886, sanctioned in May 1890, and completed in September 1890. It branches off from Dámukdia junction, about 16 miles from Porádaha station, and is treated as a siding. The Golbatan extension, 2·84 miles in length, which branches off from a point 8 miles 320 feet on the Porádaha branch, was sanctioned for construction in January 1895, and is now complete, but not open yet to traffic. It will be treated as a siding.
The line from Calcutta to Port Canning is laid with a single track, except between Calcutta and Ballyganj which was doubled in October 1888, but sufficient land has been taken up for a double line and portions of embankment have been formed for a double line. The masonry of the bridges is built for a double line, but the girders are laid for a single line only, except on the Tolly's Nullah and Pidli bridges which are adapted to carry a double line of rails. From Calcutta to Sonárpur (10 miles) the line has been relaid with 73 lb. 30 feet steel rails on Denham-Olphert's sleepers. From Sonárpur to Port Canning the rails, 74 lb. to the yard, are laid generally on wooden sleepers; a short length, 0·25 mile, has been laid with Greaves' bowls.	The line from Calcutta to Port Canning was constructed under guarantee. In consequence of its having been worked at a loss since its opening, the company surrendered it to Government under the provisions of the contract on the 1st April 1868. The Beliaghata station, the Calcutta terminus of the late Calcutta and South-Eastern state railway, has been permanently closed, and trains of the southern section are now worked from the main station at Sealdah.
With the exception of the Usti Khal bridge, one span of 100 feet, there are no large or difficult engineering works on the Diamond Harbour line. This line is laid with new steel rails, 64 and 73 lb. to the yard, on Denham-Olphert's sleepers.	Orders for the Diamond Harbour survey were issued by the Government of Bengal in November 1878, and on the 9th September 1880 sanction was accorded to the commencement of work on the Sonárpur-Magra Hát section.

APPENDIX

Railways constructed and in

Standard gauge. STATE LINES WORKED

No.	Name of line and mileage sanctioned.	Miles.	Total mileage.	Date of opening for public traffic.	Miles.
XV	Eastern Bengal (state)—		Miles.		Miles.
	Brought forward	56·16	190·90	Brought forward	179·40
					56·16
	SOUTHERN SECTION—*concld.*			SOUTHERN SECTION—*concld.*	
	Budge-Budge extension—			*Budge-Budge extension*—	
	Ballygunge (4·25 miles from Sealdah on the Southern section) to Budge-Budge	13·66	69·82	Ballygunge to Budge-Budge—	
				For goods traffic 1-5-90	13·66
				For passenger traffic 1-6-90	
				Total southern section	69·82
				DOUBLE—EASTERN SECTION—	
				Main line—	
				Calcutta to Naihâti 1-8-86	23·23
				21-3-87	0·26
				Canal junction to Chitpore 13-4-88	1·88
				Naihâti to Kânchrapâra 20-4-92	4·69
				Kânchrapâra to Rânaghat 12-11-92	17·56
					47·62
				DOUBLE—SOUTHERN SECTION—	
				Main line—	
				Sealdah to Ballygunge 20-10-88	3·50
				19-9-90	0·36
				Ballygunge to Brace Bridge junction 20-11-93	4·00
					7·86
				TOTAL DOUBLE LINE	55·48
	TOTAL		260·72	TOTAL OPEN MILEAGE (STANDARD GAUGE SECTION)	249·22
XVI	Bengal Central*—				
	Dum-Dum (4·25 miles from Calcutta on the eastern section of the Eastern Bengal (state) railway) *vid* Baraset and Bongong to Khoolna	104·51		Dum-Dum junction to Dattapukur 2-4-83	14·25
				Dattapukur to Gobardânga 7-12-83	17·00
				Gobardânga to Bongong 22-4-84	12·00
				Bongong to Khoolna 16-2-84	61·26
					104·51
	Rânaghat (45·50 miles from Calcutta on the eastern section of the Eastern Bengal (state) railway) to Bongong	20·50		Rânaghat to Bongong 16-10-82	20·50
			125·01	TOTAL OPEN MILEAGE	125·01

* Although for convenience classed amongst the state railways, this line is the property of the Bengal Central Railway Company.

—continued.

progress on the 31st March 1896.

BY THE STATE. Standard gauge.

Details of construction.	REMARKS.
The Budge-Budge extension has been constructed for a double line between Ballygunge and Dock junction, and for a single line only between Dock junction and Budge-Budge. The only important work on this extension is the bridge over the Tolly's Nullah, the main span of which is 115 feet 10 inches. The rails, mostly 30 feet in length, are 73 lb. to the yard and of steel throughout, and the sleepers are almost entirely Denham-Oliphert's. The total length of fencing provided on the southern section, including the Budge-Budge extension, is 47·50 miles. There are no gradients of 1 in 100 or less, or curves under a radius of 1,000 feet.	Sanction to the construction of the Kidderpore dock line, which formed a part of the projects for the accommodation of the traffic of the railways converging at Calcutta, was given in July 1886. The estimate, amounting to Rs.9,92,058, sanctioned for the work, included the doubling of the line from Sealdah to Ballygunge and the construction of a branch line from the latter station to Tolly's Nullah which is crossed by a bridge. The extension to the docks, undertaken by the Port Commissioners, has been finished. Sanction to the construction of the Budge-Budge extension was given in November 1888 on an estimate amounting to R6,41,590. It was completed and opened to traffic in 1890. The Port Commissioners' tramway from Tolly's Nullah to Santoshpur (4·63 miles) has been taken over and now forms part of the Budge-Budge extension. Sanction to the construction of the double line from Ballygunge to Brace Bridge junction was given in November 1889. It was completed and opened in November 1893. A branch line, 2·50 miles long, was laid in November 1891 for the British India Steam Navigation Company from Brace Bridge junction to Brace Bridge Hall. It is treated as a siding. On the 1st April 1887 the Eastern Bengal and the Calcutta and South Eastern railways were amalgamated with the Northern Bengal, the Kaunia-Dharlla, the Dacca and the Assam-Behar railways, and these lines are now worked as one combined system. The Eastern Bengal (state) railway was retransferred from Provincial to Imperial control with effect from the 1st April 1892. The Bengal Central railway is worked by the Eastern Bengal (state) railway under an agreement, the terms of which will be found in Appendix R to Part II of the Railway Administration Report for 1890-91.
This line is single throughout. The permanent-way consists of flat-footed steel rails, 62 lb. to the yard, laid on sleepers of creosoted pine. Sâl sleepers are now being used for renewals instead of creosoted pine, and in all curves sâl sleepers have been put in at the joints in place of creosoted pine sleepers, and sâl sleepers have also been put in in some of the curves. At first the line was sand-ballasted, brick ballast being used at bridges and level-crossings and in a few short lengths where the soil was bad; but since then it has been decided to ballast the portion of line between Dum-Dum junction and Singia, including sidings, with brick; this work is completed, and ballasting has also been done on the over curves and between Singia and Khoolna where the earth of which the embankment is composed is not very good. The line is fenced throughout; iron gates are provided at level-crossings. Viaducts and bridges are constructed for a single line. There are no gradients of 1 in 100 or less, or curves under a radius of 1,000 feet.	The surveys were carried out by the Government of Bengal in 1877-78, and construction was commenced by the Company in March 1881. The original contract with the company having been altered, a fresh guarantee of 3½ per cent. was given under the new contract with the Secretary of State—*Vide* Appendix H to Part II of the Railway Administration Report for 1886-87—which came into force with retrospective effect from the 1st July 1885. The survey of the proposed extension of the Bengal Central railway from Singia to Madaripur has been completed, and the high flood-levels were checked after the rainy season of 1891 and found correct. An independent survey of the proposed Singia-Madaripur extension, as also of the country and river banks between Madaripur and the Megna, was ordered by Government, and a reconnaissance survey was carried out by Government officers in February and March 1894. Additional waterways and protective works, necessitated by the floods of September 1890, were completed during the year 1892-93. An estimate for ballasting the line between 101 and 105¼ miles, as also a portion of the Ránaghat branch, was sanctioned in March 1895 and the work is in progress. The line is worked by the Eastern Bengal (state) railway under an agreement, (the terms of which will be found in Appendix R to Part II of the Railway Administration Report for 1890-91) but notice of the termination of the working agreement as from the 1st July 1896 has been given by the Company

APPENDIX

Railways constructed and in

Standard gauge. STATE LINES

No.	Name of line and mileage sanctioned.	Miles.	Total mileage.	Date of opening for public traffic.	Miles.
XVII	Calcutta Port Commissioners'—				
	Cossipore to Chandpal Ghât, Calcutta	4·06		Bagbazar to Cossipore . 1-6-78	1·14
				Bagbazar to Meerbohur Ghât 1-11-75	1·76
				Meerbohur Ghât to Jetties . 1-6-78	0·84
				Jetties to Chandpal Ghât . 1-12-80	0·32
				Chandpal Ghât to Kidderpore docks . . . 1-1-87	2·16
					6·22
	Chandpal Ghât to Kidderpore docks	2·16			
	Shalimar branch—			*Shalimar branch*—	
	Telkul ghat road to Bhurpara khal at Shalimar	2·31		Telkul ghat road to Bhurpara khal at Shalimar . 11-12-84	2·31
	TOTAL	8·53		TOTAL OPEN MILEAGE	8·53
XVIII	East Coast (state)—			*Main line*—	
	Main line—			Tadêpalli to Bezwada—	
	Tadêpalli to Bezwada	2·99		For metre gauge traffic only 1-1-94	2·99
	Bezwada station to the distant signal of the Bezwada extension	0·39		Bezwada station to distant signal of the Bezwada extension 10-2-89	0·39
	Bezwada to Kovvûr, right bank of the Gódávari opposite Rajahmundry (permanent line)	88·69		Bezwada to the south bank of the Gódávari . . 20-2-93	88·69
	Gódávari north to Vizianagram	159·50		Gódávari north to Vizianagram—	
				For goods traffic . . 15-7-93 }	159·50
				For passenger traffic . 21-8-93 }	
	Vizianagram to Parlákimedi Road	55·25		Vizianagram to Parlákimedi Road . . 20-7-94	55·25
	Parlákimedi Road to Palasa	32·37		Parlákimedi Road to Palasa—	
	Palasa to Berhampore-Ganjam	46·12		For goods traffic . 17-12-94 }	32·37
				For passenger traffic . 1-4-95 }	
	Berhampore-Ganjam to Rambha	29·50		Palasa to Berhampore-Ganjam . . 1-4-95	46·12
	Rambha to Khurda Road	61·75		Berhampore-Ganjam to Rambha—	
	Khurda Road to Naráj near Cuttack	29·29		For goods traffic . . 1-9-95 }	29·50
		505·85		For passenger traffic . 15-10-95 }	
				Rambha to Khurda Road . 1-3-96	61·75
	Branches—			*Branches*—	
	Samalkot junction (32·50 miles from Gódávari north) to Cocanada port (*Cocanada branch*)	9·93		*Cocanada branch*—	
				Samalkot junction to Cocanada port—	
				For goods traffic . 15-7-93 }	9·93
				For passenger traffic . 21-8-93 }	
	Waltair junction (125·50 miles from Gódávari north) to Vizagapatam, including Wharf and Swamp lines (*Vizagapatam branch*)	5·14		*Vizagapatam branch*—	
				Waltair to Vizagapatam, including wharf, 0·82 mile—	
				For goods traffic . 15-7-93 }	2·57
				For passenger traffic . 21-8-93 }	
	Khurda Road (372·75 miles from Gódávari north) to Pooree (*Pooree branch*)	25·71		Swamp line—	
				For goods traffic . . 1-10-94	2·57
		40·78			
			546·63	TOTAL OPEN MILEAGE	491·63

D—*continued.*

progress on the 31st March 1896.

WORKED BY THE STATE. Standard gauge.

Details of construction.	REMARKS.
The line is laid partly with iron and partly with steel rails, weighing 60 lb. to the yard, on Maclellan's patent embossed sleepers; packing and boxing is generally done with coal cinders and in some places with 2nd class ballast. The line is fenced with wire and iron standards. The line is laid partly with new rails on Maclellan's embossed sleepers and partly with East Indian railway second-hand material on transverse wooden sleepers, and packed with ballast. This section is fenced on the east side with wooden posts and rails. There are 5 small curves aggregating 678 feet, the radii of which vary from 500 feet to 750 feet and the lengths from 74 feet to 200 feet. The gradients up to 1 in 100 are: 1 of 1 in 80 . . . 300 feet in length, and 1 of 1 in 90 . . 400 „ „	The line from Cossipore to Chandpal Ghât is laid along the east side of the foreshore road, and junctions are effected at Chitpore and Bagbazar with the Eastern Bengal (state) railway and the Municipal railway, respectively. This line serves the godowns, warehouses, and mills along the foreshore road, and also the jetties, and is used for goods traffic only. It was sanctioned in 1874 This line is really a single line but there are a large number of sidings for crossing trains and loading goods. There is a bridge over the Circular canal, the platform carrying the rails of which is constructed to lift and lower. This is to enable boats to pass when necessary. From Chandpal Ghât to Kidderpore docks a line was at first laid in 1886, being included in the general sanction for the docks, and was used solely for the carriage of material for the construction of the docks. It was opened to general goods traffic in 1891. There are 5 bridges and a culvert on this line, a lifting bridge at Tolly's Nullah, the same as that over the Circular canal, a wrought iron cylinder viaduct of 8 spans of 30 feet each over a slip in the river bank north of Fort Point; an arched viaduct of 22 spans of 12 feet and 3 spans of 20 feet over the steps of Baboo Ghât; two small girder bridges, one over the Eden Garden outfall sluice and one over the entrance to the north water-gate of the Fort. The culvert is an extension of the one at the south water-gate, Fort William.
The permanent-way on the open line consists of 75 lb. flat-footed rails, 229 miles being laid with wooden and the rest with steel sleepers. The works present no special difficulty, and the ruling gradient is 1 in 150. The following are the important bridges: Kistna . . . . 12 spans of 300′ Anakápalle . . . . 6 „ „ 100′ Beemasingha . . . 5 „ „ 100′ Nelamarla . . . . 4 „ „ 100′ Lyángulya . . . . 7 „ „ 150′ Vamsadhára . . . 19 „ „ 70′ Rushikulya . . . . 10 „ „ 150′ There are no curves under a radius of 1,000 feet.	The survey of this line, excepting the Bezwada extension and the Pooree branch, was ordered in September 1889. The construction was sanctioned in July 1890, and it was decided to make the railway by state agency. Work is in progress from Palasa to mile 502 (Cuttack road), the length from Vizianagram to Palasa having since been completed and opened for traffic. The portion from Cuttack road to Naráj is held in abeyance, owing to the site to be selected for the Mahanadi bridge having not yet been settled. The construction of the Pooree branch was sanctioned in December 1894.

APPENDIX

Railways constructed and in

Standard gauge. STATE LINES WORKED

No.	Name of line and mileage sanctioned.		Total mileage.	Date of opening for public traffic.
		Miles.	Miles.	
XIX	**Rae Bareli-Benares—**			
	Rae Bareli (48·26 miles from Lucknow) on the Oudh and Rohilkhand (state) railway to Benares Cantonment station on the Oudh and Rohilkhand (state) railway . . .		138·96	
XX	**Bezwada-Madras (Ennúr-Bezwada section)—**			
	Main line—	Miles.		
	From the terminus of the present Madras-Ennúr section at Ennúr to junction with the South Indian railway at Gudur.	74·60		
	From the present terminus of the South Indian railway at Nellore to junction with the East Coast (state) railway at Tadêpalli.	155·37		
			229·97*	

* Excluding 24·24 miles of the existing South Indian, metre gauge, railway between Gudur and Nellore to be taken over and converted to the standard gauge.

D—*continued.*

progress on the 31st March 1896.

BY THE STATE. Standard gauge.

Details of construction.	REMARKS.
The line is being constructed for a single line. The works generally are light, the largest bridges being— one of 4 spans of 100 feet. " " 4 " " 60 " " " 3 " " 60 " It is intended to use permanent-way of 75lb. flat-footed rails on timber sleepers.	Orders for construction were issued in September 1895, and work commenced in December of the same year.
The line which is a continuation of the East Coast *(state)* railway will be the southern link of the main line of direct communication between Calcutta and Madras. It runs almost parallel to the sea and at a short distance from it except for a length of about 40 miles south of the terminus of the East Coast (state) railway at Tadêpalli, a station some 3 miles to the south of Bezwada. The line traverses a country consisting mostly of fertile cultivated land, a great part of which is under irrigation from canals or tanks. The line is being constructed for a single track. The earthwork will be light, but on the second or Penner division between miles 85 and 107 from Madras on the existing South Indian railway metre gauge line the Gudur-Nellore section of which is to be converted from metre to broad gauge, also on the third or Ongol division from miles 146 to 153 and miles 159 to 174 from Madras, where some of the important rivers are crossed, the work is moderately heavy. There will be a large number of bridges for rivers, irrigation channels and distributaries, and, omitting the *111* spans of 40 feet girders in the Gudur-Nellore metre gauge section, the following are the more important bridges: Ennûr creek . . 30 spans of 40 ft. Arni . . . . 7 " 60 " Arm of the Pulicat lake . 10 " 40 " Nalareddi Kalva . . 4 " 40 " Kalinga . . . 6 " 60 " Swarnamukhi . . 22 " 40 " Mamadi Kalva . . 6 " 40 " Jaffer Saheb Canal . 1 span of 60 " and 2 of 20 " Penner . . . 23 spans of 70 " and 5 of 40 " Paideru . . . 4 *spans of* 40 " Pillay Vagu . . 3 " 40 " Mungamur Vagu . . 3 " 40 " Obalvagu . . . 4 " 40 " Manner . . . 9 " 60 " Palar . . . 21 " 40 " Musi . . . . 14 " 40 " Spill . . . . 7 " 40 " Mudigonda . . 13 " 40 " Gundlakamma . . 13 " 60 " Spill . . . . 3 " 40 " Kommanur Canal I . 1 " 60 " and 2 of 20 " Ramperu . . . 14 spans of 40 " Nullamada . . . 5 " 60 " Tungabhadra drain . 7 " 40 " Kommanur Canal II . 4 " 40 " The line will be fenced at stations and in the vicinity of towns and villages. There are no gradients so steep as 1 in 100 (the ruling gradient being 1 in 200), or curves under a radius of 1,000 feet. The permanent-way will consist of 75lb. flat-footed steel rails with 4 bolt holes laid on pynkado sleepers.	The construction of the line was sanctioned in July 1895. Acquisition of land was commenced in the first and fourth (Pulicat and Bapatla) divisions in October and November 1895, respectively, and later on in the Penner and Ongalo divisions. Realignments, chiefly in the Pulicat and Penner divisions, amounting in all to about 63 miles, have effected a great saving in money and length, but have necessarily retarded the commencement of work on these portions. The acquisition of land and the earthwork also was considerably interfered with during the winter months owing to the large extent of land under wet cultivation. Progress in earthwork has nevertheless been very considerable, over 80 miles having been completed, and all earthwork will be completed during the present calendar year. Work on some of the larger bridges is in hand and preparations for bridgework are in progress throughout the line. It is anticipated that progress on large bridges will be somewhat retarded for want of sufficient dredging machinery for the very large number of wells that have to be sunk.

APPENDIX

Railways constructed and in

Standard gauge. STATE LINES

No.	Name of line and mileage sanctioned.		Total mileage.	Date of opening for public traffic.	
XXI	**Kotri-Rohri (Chord Line)—**	Miles.	Miles.		Miles.
	Kotri (107·95 miles from Kiámári) to Hyderabad (Sind) (on the Hyderabad-Shadipalli railway)	5·30		Rahuki to Shahdapur— For goods traffic . 21-1-96	38·99
	Rahuki on the Hyderabad-Shadipalli railway (119·64 miles from Kiámári) to Rohri (298·43 miles from Kiámári) on the North Western (state) railway . .	178·79	184·09		
	NOTE.—The total sanctioned mileage is 190·48 miles of which 6·39 miles, the distance between Hyderabad and Rahuki, are in abeyance. Communication, however, exists between these two stations by the Hyderabad-Shadipalli railway.				
XXII	**Mushkaf-Bolán—**				
	Bolán junction (449·57 miles from Kiámári on the North Western (state) railway) to Nári Bank	4·54			
	Nári Bank to Kolpur . .	57·12			
	Kolpur to Quetta . . .	25·45			
			87·11		

D—*continued.*

progress on the 31st March 1896.

WORKED BY THE STATE. Standard gauge.

Details of construction.	REMARKS.
This railway traverses the valley of the Indus on its left bank, crossing that river at Kotri with a bridge of 5 spans of 350 ft. girders and one land span of 100 ft.	The necessity for this railway is caused by the set of the Indus on its right bank which has rendered the line along that bank dangerous, and owing to the frequent breaches, has caused communication with Karachi to be intermittent, dislocating the export trade and cutting off communication with the North-Western Frontier.
Earthwork is heavy on the approaches to the bridge and at the entrance to Rohri. On the remainder of the length the earthwork is nowhere heavy and on the Desert section of 40 miles very light.	The present line, which follows the left bank of the river, is on high ground and is less liable to inundation. It saves about 36·51 miles on the through distance from the Punjab to Karachi, and will also give an alternative route to Quetta.
On the Kotri approach to the bridge the gradient is 1 in 150, and passing through the hills into Rohri 1 in 300, otherwise the maximum gradient is 1 in 500.	The survey was ordered in October 1894, construction, exclusive of the Indus bridge, in November 1894, and the Indus bridge in September 1895, although the design was not fixed until March 1896.
The curves are as a rule very flat, the sharpest curve is on the Kotri approach to the Indus bridge and has a radius of 1,300 ft.	
All bridges over 2 ft. span, except those on the Kotri approach to the Indus bridge, are being built for a double line. The earthwork is for a single line only at present.	
The permanent-way consists of 75lb. steel rails laid on creosoted pine sleepers without bearing plates. Eleven sleepers per 30 ft. rail. Sidings are being laid with second-hand materials.	
The line from the Bolán junction station, and from the Sibi station, follows the old Quetta loop to the proposed Nári Bank station, about 5 miles from Sibi and 456·77 miles from Kurrachee. The old Bolán railway (Quetta loop) from Nári Bank, *viâ* Kundalani to Hirók, has been dismantled except the first portion from Nári Bank to Rindli.	The surveys of the Upper Bolán between Hirók and Kolpur were commenced about the middle of November 1890, and between Sibi and Hirók about the beginning of January 1891. The field work was finished in June 1891, the plans and estimates being submitted to the Government of India in September 1891.
The new line just constructed is on a completely new alignment between Nári Bank and Kolpur, the actual length of the construction works being 58 miles. From Nári Bank to the mouth of the Mushkaf Gorge (464 miles from Kurrachee), *viâ* Sibi the line is over flat ground with light works. Between 464 and 466 miles the country is very difficult, involving six tunnels and two large bridges over the Mushkaf river. From 466 to 477 the country is more open but the line crosses the Mushkaf river twice and has two tunnels.	The line was sanctioned for construction in October 1891, and orders for commencement of preliminary work issued in November 1891.
On the 478th mile is the Panir tunnel, 3,218 feet long, through a high range of limestone hills dividing the Mushkaf from the Bolán valley, the latter being 200 feet lower than the former. For the first 6 miles along the Bolán valley the works are very heavy, there being four tunnels of varying lengths, some exceptionally high embankments, and long deep rock cuttings, at least one of which will have to be arched in.	The estimates were for a single line of railway on the standard gauge. Orders were afterwards received to make the tunnels and bridges for a double line.
Thence to Mach at mile 498·33, the works are lighter, being generally on embankments; but the bridges are very numerous, especially between mileages 481 and 491, where the line winds along the undulating slopes near the base of the hills on the east of the Bolán valley.	Revised estimates, showing the probable cost of this railway with all the tunnels and bridges made suitable for a double line, were submitted to Government in 1893. These estimates were sanctioned by the Secretary of State in December 1893.
Mach is an engine changing station about 3,250 feet above the sea. From Mach to Hirók (mile 506·45) the works are comparatively light, with the exception of the heavy cuttings on the south and the high embankment on the north approaches to the Hannar Nulla bridge, and a tunnel at Siri-Bolán.	The railway was practically completed and sanction to its opening for public traffic was accorded in March 1896. The line, however, is not yet opened.
	Orders were issued in November 1895, for the completion of the double line between Ab-i-Gum to Kolpur.

APPENDIX

Railways constructed and in

Standard gauge. STATE LINES WORKED

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
	Miles.	Miles.	Miles.
XXII	Mushkaf-Bolán—*contd.*		
XXIII	**Mári-Attock—**		
	Roumia to Basál . . . . 25·00		
	Jand near Langar to mile 74 . . 33·00		
	Mile 74 to Daud Khel (Mári) . . 22·00		
		80·00	
	TOTAL STATE LINES WORKED BY THE STATE (STANDARD GAUGE)	5,115·55	4,304·74

D—*continued.*

progress on the 31st March 1896.

BY THE STATE. Standard gauge.

Details of construction.	REMARKS.

Between Hirók and Kolpur (513·88 mile) the works are again very heavy, involving numerous heavy rock cuttings, three tunnels, and two arched cuttings, long retaining walls and a number of large bridges, besides those for nine different crossings of the Bolán torrent at levels high above the torrent beds.

There are five curves under a radius of 1,000 feet—one of 850 feet close to Mach station, one of 900 feet and three of 955 feet radius between Hirók and Kolpur,—in lengths varying from 950 feet to 1,570 feet.

The following statement shows the length and situation of gradients of 1 in 100 and less:

SECTION OF LINE.	LENGTH OF GRADIENTS.			REMARKS.
	$\frac{1}{80}$ and less.	$\frac{1}{81}$ to $\frac{1}{80}$	$\frac{1}{81}$ to $\frac{1}{100}$	
	Miles.	Miles.	Miles.	
Sibi to A-bi-Gum	...	19·32	4·20	Ruling gradient 1 in 55.
A-bi-Gum to Mach . .	6·96	0·13	...	„ „ 1 in 33.
Mach to Kolpur	14·21	0·38	...	„ „ 1 in 25.
Kolpur to Quetta	...	...	2·70	„ „ 1 in 100.

The scheme will complete the Cis-Indus line from Attock to Rohri through the mountainous track of the Sind-Sagar Kohistan.

The works are those of a ghât line of the heaviest class.

There are nine tunnels aggregating some two miles in length, besides several heavy rock cuttings and seven viaducts over 100 feet high, as also other heavy bridging.

The sharpest curve, which is 0·19 mile long, has a radius of 955 feet, and is situated between 62·02 and 62·21 miles from Roumia.

The steepest gradients vary from $\frac{1}{81}$ to $\frac{1}{100}$ and aggregate 50·16 miles as detailed below:

	Miles.
Roumia to Basál	16·73
Jand near Langar to Daud Khel (Mári) .	31·17
Basal to Jand near Langar (Kushalgarh branch)	2·26
	50·16

The total length from Daud Khel to Roumia is 96 miles, of which 80 miles are new line and 16 miles are a part of the existing Khusálgarh branch of the North Western (state) railway.

All works have been vigorously pushed during the year except between miles 74 to 84 at the Sohan crossing, where a survey has been started to endeavour to find a better alignment.

APPENDIX

Railways constructed and in

Standard gauge. LINES WORKED

No.	Name of line and mileage sanctioned.	Miles.	Total mileage.	Date of opening for public traffic.	Miles.
XXIV	**Great Indian Peninsula—**				
	NORTH-EAST LINE—			NORTH-EAST LINE—	
	Main line—			*Main line—*	
	Bombay (Victoria terminus) to Kalyán junction .	33·38		Victoria terminus to Bori bandar . . . 1-1-82	0·19
	Kalyán junction to Bhusával junction . . .	242·78		Bori bandar to Thána . 18-4-53	20·54
	Bhusával junction to Jubbulpore (point of junction with the East Indian railway) .	338·95		Thána to Kalyán . . 1-5-54	12·65
		615·11		Kalyán to Vásind . . 1-10-55	16·14
				Vásind to Ásangaon . 6-2-60	3·75
				Ásangaon to Kására . 1-1-61	21·84
				Kására to Igatpuri (Thul ghát) . . . 1-1-65	9·89
				Igatpuri to Násik . . 28-1-61	31·43
				Násik to Chálisgaon . 1-10-61	87·24
				Chálisgaon to Jalgaon . 6-10-62	57·48
				Jalgaon to Bhusával . 20-5-63	15·01
				Bhusával to Burhánpur 20-11-65	33·91
				Burhánpur to Khandwa . 3-9-66	42·79
				Khandwa to Bir . . 17-2-68	21·15
				Bir to Itársi . . 1-1-70	89·27
				Itársi to Sohágpur . 1-2-70	30·69
				Sohágpur to Jubbulpore . 8-3-70	121·14
					615·11
	Branches—			*Nágpur branch—*	
	Bhusával junction (276·16 miles from Bombay) to Nágpur (point of junction with the Bengal-Nágpur railway) (*Nágpur branch*)	243·25		Bhusával junction to Malkápur . . . 20-5-63	30·05
				Malkápur to Shegaon . 24-10-64	32·53
				Shegaon to Badnera . 18-12-65	72·67
				Badnera to Pulgaon . 16-7-66	40·29
				Pulgaon to Sindi . . 5-11-66	38·27
				Sindi to Nágpur . . 20-2-67	29·44
					243·25
	Gádarváda junction (535·33 miles from Bombay) to the new coal field of the Nerbudda Coal and Iron Company (*Mohpáni branch*) . . .	13·47		*Mohpáni branch—*	
			871·83	Gádarváda to Mohpáni—	
				For coal traffic only . 3-9-72 }	12·47
				For public traffic . 1-1-81 }	
	SOUTH-EAST LINE—			SOUTH-EAST LINE—	
	Main line—			*Main line—*	
	Kalyán junction (33·19 miles from Bombay) to Ráichúr (point of junction with the Madras railway) . .	408·86		Kalyán to Palasdhari (Karjat) . . . 12-5-56	30·61
				Palasdhari to Khandála (*Bhore ghát*) . 14-5-63	13·20
				Khandála to Lonávla (Bhore ghát) . . 14-6-58	2·35
				Lonávla to Poona . . 14-6-58	39·66
				Poona to Diksál . . 15-12-58	64·25
				Diksál to Bársi Road . 23-10-59	50·60
				Bársi Road to Mohol . 20-1-60	28·32
				Mohol to Sholápur . 6-6-60	20·51
				Sholápur to Gulbarga . 1-2-70	70·29
				Gulbarga to the Kistna . 1-12-70	73·76
				Kistna to Ráichúr . 1-5-71	15·31
					408·86
	Khopoli branch—			*Khopoli branch—*	
	Palasdhari (64 miles from Bombay) to Khopoli .	7·24		Palasdhari to Khopoli . 12-5-56	7·24
			416·10		
	Carried over .		1,287·93	Carried over .	1,286·93

D—*continued.*

progress on the 31st March 1896.

BY GUARANTEED COMPANIES.

Standard gauge.

Details of construction.	REMARKS.
The north-east line to Khandwa, 352·39 miles; 0·74 mile near Bágra; 46·42 miles from Kalyán junction to Lonávla on the south-east line, and 62·37 miles from Bhusával to Shegaon on the Nágpur branch—461·92 miles in all—are double. Between Victoria terminus and Byculla junction, a distance of 2·87 miles, four tracks are laid. Two of these tracks, however, are used for goods traffic only and are treated as sidings in the mileage returns. On the rest of the line generally the earthwork is for a single line, and the bridges and viaducts for a double line.	The line from Bombay to Thána was commenced on the 31st October 1850, and that from Bhusával junction to Malkápur towards the close of 1859.
The rails originally laid were iron, weighing 68lb. and 84lb. to the yard. These are now being gradually replaced by steel rails weighing 69lb., 82lb. and 86lb. to the yard. The lengths at present laid with steel and iron rails are 1,482·08 and 247·06 miles, respectively.	The dates of orders for the construction of other sections on the north-east line, including branches, are as follows:
The sleepers originally laid were chiefly wooden. These are now mostly replaced by iron bowls. There were 1,557·94 miles of bowl sleepers and 171·30 miles of wooden sleepers on the 31st December 1895.	Thána to Persick . . . . . 28-3-51 Persick to Kalyán . . . . . 22-5-52 Kalyán to Vásind . . . . . 20-5-53 Vásind to Bhusával . . . . . 25-3-57 Bhusával to Jubbulpore . . . . 1858 Nágpur branch . . . . . 27-9-58 Mohpáni branch 13-2-71
The whole of the south-east line, excepting the ghát section, is laid with iron bowls.	
The whole line, with the exception of the Mohpáni and Khopoli branches, is fenced.	
The following statement shows the length and situation of gradients up to 1 in 100, and of curves under a radius of 1,000 feet:	

SECTION OF LINE.	LENGTH OF GRADIENTS.			Length of curves of 990 feet radius.
	$\frac{1}{80}$ and less.	$\frac{1}{71}$ to $\frac{1}{80}$.	$\frac{1}{61}$ to $\frac{1}{100}$.	
NORTH-EAST LINE—	Miles.	Miles.	Miles.	Mile.
Miles 75—84 from Bombay (Thull ghát)	5·05	2·36	...	...
Miles 21—99 from Bombay	...	...	13·35	...
„ 271—3 „	...	...	0·94	...
SOUTH-EAST LINE—				
Miles 64—80 from Bombay (Bhore ghát)	14·26	0·46	...	...
Miles 63—64 from Bombay	...	...	0·38	...
„ 298—376 „	...	...	16·65	...
„ 75—76 „	...	...	...	0·34

From Sholápur to Gulbarga the contractors commenced work on the 3rd August 1865, and from Gulbarga to Ráichúr the contract was let in December 1865. The Kistna bridge on the Gulbarga-Ráichúr section was opened on the 9th October 1873.

The remaining portions of the south-east line were sanctioned for construction on the following dates:

Kalyán to Neral 13-5-54
Neral to Palasdhari 30-1-55
Palasdhari to Poona 7-7-55
Poona to Sholápur 5-10-55
Khopoli branch 30-1-55

The Khopoli branch is worked during fair weather only.

This company works, under agreement, the Dhond-Manmád railway, the Berar branches, and the Wardha Coal railway. The terms on which the branch lines are worked will be found in appendices W and K, J and I, to Part II of the Railway Administration Reports for 1881-82 and 1890-91, respectively.

APPENDIX

Railways constructed and in

Standard gauge. LINES WORKED BY

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.		Miles.
XXIV	Great Indian Peninsula—*concld.*	Miles.			
	Brought forward	1,287·93	Brought forward		1,286·93
			DOUBLE—NORTH-EAST LINE—		
			Victoria terminus to Bori bandar	1-1-82	0·19
			Bori bandar to Thána	18-4-53	20·54
			Thána to Kalyán	1-5-54	12·65
			Kalyán to Vásind	22-10-66	16·15
			Vásind to Átgaon	20-2-67	9·65
			Átgaon to Kására	25-4-67	15·94
			Kására to Igatpuri	1-1-65	9·89
			Igatpuri to Násik	10-1-69	31·43
			Násik to Chálisgaon	10-1-69	87·24
			Chálisgaon to Kajgaon	10-1-69	11·86
			Kajgaon to Páchora	17-3-69	16·05
			Páchora to Máheji	27-3-69	9·14
			Máheji to Bhádli	6-3-73	27·59
			Bhádli to Bhusával	6-5-73	7·84
			Bhusával to Bhusával junction	1-7-92	1·11
			Bhusával junction to Khandwa (Abna junction)	11-1-89	75·12
			Bágra tunnel to Towa viaduct	1-2-70	0·74
					353·13
			DOUBLE—SOUTH-EAST LINE—		
			Kalyán to Palasdhari	25-7-70	30·61
			Palasdhari to Khandála (Bhore ghât)	14-5-63	13·20
			Khandála to Lonávla (Bhore ghât)	14-6-58	2·61
					46·42
			DOUBLE—NÁGPUR BRANCH—		
			Bhusával junction to Nádgaon	11-1-89	17·72
			Nádgaon to Shegaon	1-4-90	44·65
					62·37
			TOTAL DOUBLE LINE		461·92
	TOTAL	1,287·93	TOTAL OPEN MILEAGE		1,286·93

D—*continued.*

progress on the 31st March 1896.

GUARANTEED COMPANIES. Standard gauge.

Details of construction.	REMARKS.

APPENDIX

Railways constructed and in

Standard gauge. LINES WORKED BY

No.	Name of line and mileage sanctioned.	Miles.	Total mileage.	Date of opening for public traffic.	Miles.
XXV	**Bombay, Baroda and Central India—**				
	Main line—			*Main line—*	
	Bombay (Colába) terminus to Ahmedabad . . .	309·64		Colába to Marine lines . 18-1-70	2·00
	Extension to Viramgám junction and Wadhwán . .	79·93		Marine lines to Charni Road . . 19-6-69	0·75
		389·57		Charni Road to Bellasis Road . . . 13-9-68	0·75
				Bellasis Road to Bulsár . 28-11-64	121·00
				Bulsár to Navsári . . 2-9-61	24·25
				Navsári to Sachin . . 20-5-61	9·25
				Sachin to Surat . . 18-3-61	9·00
				Surat to Amroli . . 19-11-60	2·25
				Amroli to Anklesvar . 10-2-60	28·75
				Anklesvar to the Nerbudda . . . 5-12-60	5·50
				Nerbudda to Broach . 22-6-60	
				Broach to Baroda . 9-1-61	43·75
				Baroda to Dholia . 22-4-61	11·25
				Dholia to Mehmadabad . 3-9-62	33·25
				Mehmadabad to Ahmedabad 21-1-63	17·89
				Ahmedabad to Sábarmati 1-1-70	3·75
				Sábarmati to Sánand . 24-5-71	13·75
				Sánand to Viramgám . 30-11-71	22·75
				Viramgám to Wadhwán . 25-5-72	39·68
					389·57
	Branches—			*Branches—*	
	Ánand junction (269·50 miles from Bombay) to Godhra (*Godhra branch*)	49·21		*Godhra branch—*	
				Ánand to Dákor . . 8-4-74	16·75
				Dákor to Rukhyal . . 6-1-75	1·75
				Rukhyal to Hungari . 6-12-76	9·00
				Hungari to Páli . . 29-1-77	4·71
				Páli to Godhra . . 26-2-82	17·00
					49·21
	Khárághoda in the Runn of Cutch, to Viramgám junction (349·75 miles from Bombay on the Wadhwán extension on the Bombay, Baroda and Central India railway) (*Pátri branch*)	22·12		*Pátri branch—*	
				Khárághoda to Viramgám . . . 12-5-73	22·12
		71·33			
			460·90	DOUBLE—MAIN LINE—	
				Colába to Marine lines . 18-1-70	1·91
				Marine lines to Charni Road 19-6-69	0·71
				Charni Road to Bellasis Road . . . 13-9-68	1·29
				Bellasis Road to Máhim . 20-7-65	5·44
				Máhim to Bándra . . 23-2-66	1·07
				Bándra to Santa Cruz . 23-5-66	1·83
				Santa Cruz to Andheri . 29-8-67	2·71
				Andheri to Bháyndar . 27-4-85	13·33
				Bháyndar to Virár . . 1-10-85	10·34
				Sachin to Kánkra Khádi 4-7-87	6·36
				Kánkra Khádi to Surat . 5-6-68	2·72
				Surat to Amroli . . 9-10-67	2·19
				Bárejadi to Ahmedabad 2-6-87	10·21
				Itola to Baroda . . . 7-6-95	10·77
				TOTAL DOUBLE LINE .	70·88
	TOTAL .		460·90	TOTAL OPEN MILEAGE .	460·90

D—*continued.*

progress on the 31st March 1896.

GUARANTEED COMPANIES. Standard gauge.

Details of construction.	REMARKS.
The line is double from Colába to Virár, 38·56 miles; from Sachin to Amroli, 11·34 miles; from Itola to Baroda 10·77 miles; and from Bárejadi to Ahmedabad, 10·21 miles—in all 70·88 miles. On the rest of the line, except the Nerbudda and Bassein valleys, the earthwork is for a single line, and the bridge piers and abutments for a double line; superstructure for a double line has been provided only in the Mahi viaducts.	The section from Colába to Marine Lines was commenced in May 1865. The estimates of the extension to Wadhwán were sanctioned on the 24th October 1870. The following are the dates of sanction of the remaining sections of this line: Marine Lines to Charni Road . . 1868 Charni Road to Grânt Road . . May 1863 Grant Road to Dádar . . . July 1862 Dádar to 50th mile (from Colába) . 1859 50th mile (from Colába) to Surat . 1858 Surat to Ahmedabad . . . 1857 and 1859 Ahmedabad to Viramgám . . October 1870
The Nerbudda viaduct had a complete double line of superstructure before the disaster of 1876; but on the reconstruction of the destroyed portion only a single line was provided on that part. Part of the double line on the standing portion was removed. The whole structure has, however, been replaced by an entirely new bridge, which was opened on the 16th May 1881. This bridge is constructed with piers for a double road, but only one set of girders has been erected.	
The main line is chiefly laid with double-headed steel rails, weighing 69lb. to the yard, except on the Wadhwán extension, which is, for the most part, laid with 60lb. iron rails. On the southern part of the line (Bombay to Broach) the rails are laid with creosoted pine sleepers fully ballasted with stone; on these parts the sleepers are left bare of ballast between the rails. On the rest of this division, and on the whole of the northern division, pot sleepers are used generally with sand ballast with a skin of stone to keep down the dust, but in a few cases with stone, and renewals are made with stone or gravel.	
The main line is wholly fenced. As far as Ahmedabad it is all wire fence, except some 14 miles of cactus. From Ahmedabad to Wadhwán there are 55 miles of cactus and 24 miles of wire.	
The formation and earthwork of the Godhra branch are for a single line; the rails are a mixture of 60lb. iron, and 61lb. and 69lb. steel, laid, with a few trifling exceptions, on iron pot sleepers with sand ballast. The line is located on the trunk road, and is fenced partly with cactus and partly with wire, except some 6·50 miles which are unfenced.	
The rails on the Pátri branch are flat-footed, weighing 48lb. to the yard, and are laid on creosoted pine sleepers with sand ballast. This branch is unfenced.	The Pátri branch was constructed by the Bombay, Baroda and Central India Railway Company at the expense of the State, and is worked under agreement by that Company as part of their own system. The capital outlay incurred by the State was charged against the Civil Works grant.
There are no curves under a radius of 1,000 feet. The length and situation of gradients up to 1 in 100 are shown in the statement below:	The dates of orders for survey and construction are 26th May 1870 and 13th June 1871, respectively.
The rails on the Dabhoi and Mehsána and Petlád railways are worked under agreement by this company. The terms of working the Dabhoi and Mehsána railways will be found on page 150 of, and Appendix M to, Part II of the Railway Administration Reports for 1889-90 and 1893-94, respectively.	
The Rajputana-Malwa state railway has been leased to this Company from the 1st January 1885 to the 30th June 1900. The terms of the lease will be found in Appendix J to Part II of the Railway Administration Report for 1884-85.	

SECTION OF LINE.	LENGTH OF GRADIENTS.	
	1 in 80.	1 in 100.
	Miles.	Miles.
Main line, miles 197 and 198 from Bombay	...	0·06
„ „ 259 and 260 „	...	0·13
Godhra branch, miles 301 to 304 from Bombay	1·35	...
Godhra branch, miles 315 and 316 from Bombay	...	0·06

APPENDIX

Railways constructed and in

Standard gauge. LINES WORKED BY

No.	Name of line and mileage sanctioned.		Total mileage.	Date of opening for public traffic.		Miles.
XXVI	Madras—	Miles.	Miles.	SOUTH-WEST LINE—		
	SOUTH-WEST LINE—			*Main line—*		
	Main line—			Madras to Veyasarpaudy	7-4-73	2·16
	Madras to Veyasarpaudy junction	2·16		Veyasarpaudy to Arcot	1-7-56	63·22
	Veyasarpaudy junction to Arkonam junction	40·25		Arcot to Kátpádi	7-5-57	14·96
	Arkonam junction to Calicut	370·73		Kátpádi to Gudiyáttam	19-5-58	15·36
		413·14		Gudiyáttam to Ambúr	16-1-60	17·01
				Ambúr to Vániyambádi	1-2-60	9·98
				Vániyambádi to Tirupattúr	23-5-60	14·19
				Tirupattúr to Salem	1-2-61	9·98
				Salem to Sankaridrug	1-12-61	23·68
				Sankaridrug to Pódanúr	12-5-62	71·18
				Pódanúr to Pattámbi	14-4-62	64·96
				Pattámbi to Kuttippuram	23-9-61	11·50
				Kuttippuram to Tirúr	1-5-61	9·39
				Tirúr to Kadalundi	12-3-61	16·31
				Kadalundi to Calicut	2-1-88	9·26
						413·14
	Branches—			*Branches—*		
	Veyasarpaudy junction to Ráyapuram (*Ráyapuram branch*)	2·16		*Ráyapuram branch—*		
				Veyasarpaudy to Ráyapuram	1-7-56	2·16
	Bangalore branch—			*Bangalore branch—*		
	Jalarpet junction (132 miles from Madras) to Bangalore Cantonment	84·37		Jalarpet junction to Bangalore Cantonment	1-8-64	84·37
	Bangalore Cantonment to Bangalore City	3·05		Bangalore Cantonment to Bangalore City	1-7-82	3·05
		87·42				87·42
				Nilgiri branch—		
	Pódanúr junction (301·72 miles from Madras) to Méttupálaiyam at the foot of the hills (*Nilgiri branch*)	25·75		Pódanúr junction to Coimbatore	1-2-73	3·78
	Olavakkót (332·07 miles from Madras) to Palghat town (*Palghat branch*)	2·47		Coimbatore to Méttupálaiyam	31-8-73	21·97
		117·80				25·75
			530·94	*Palghat branch—*		
				Olavakkót to Palghat	2-1-88	2·47
	NORTH-WEST LINE—			NORTH-WEST LINE—		
	Main line—			*Main line—*		
	Arkonam junction (42·41 miles from Madras) to Guntakal	232·88		Arkonam to Nagari	4-3-61	17·27
	Guntakal to Ráichúr (point of junction with the Great Indian Peninsula railway)	75·40		Nagari to Puttúr	8-12-61	9·59
		308·28		Puttúr to Rénigunta	15-9-62	14·46
				Rénigunta to Reddipalle	1-10-64	38·02
				Reddipalle to Cuddapah	1-9-65	39·59
				Cuddapah to Muddanúru	1-8-66	34·31
				Muddanúru to Tadpatri	1-9-68	32·07
				Tadpatri to Gooty	1-8-69	29·72
				Gooty to the Tungabhadra river	12-12-70	75·33
				Tungabhadra to Ráichúr	15-3-71	17·92
						308·28
	Carried over		839·22	Carried over		839·22

D—*continued.*

progress on the 31st March 1896.

GUARANTEED COMPANIES. Standard gauge.

Details of construction.	REMARKS.
The cuttings and embankments, except on the double line, are for a single track; but the foundations and superstructure of bridges and viaducts are for a double way, except on the Nilgiri and Palghat branches, the Calicut extension and, in a few isolated instances, on the main line. The iron rails, which vary in weight from 65 lb. to 84 lb. to the yard, are double-headed and laid on iron pot sleepers. The renewals of these up to 189th mile were carried out with double-headed steel rails 20 feet and 30 feet long weighing 75lb. to the yard, but this type has been discontinued, and bull-headed steel rails 30 feet long and weighing 76lb. to the yard are now used.	Work was commenced on the south-west line on the 9th June 1853. The main line originally commenced at Ráyapuram, but on the opening of the length between Veyasarpaudy junction and the Central station this became a portion of the main line, and the old line from the junction to Ráyapuram was then treated as a branch.
The section between Madras and Arkonam, 42·41 miles, is double.	The extension of the south-west line from near Beypore to Calicut was sanctioned in August 1884. This extension has cost about 19 lakhs of rupees, of which 1½rd lakhs have been paid by the local authorities in consideration of the large bridges being made available for ordinary traffic.
The south-west line was originally laid with sleepers of indigenous woods; but an experiment was made of using stone blocks, 2′ × 2′ × 1′, as sleepers. As the experiment proved unsatisfactory the blocks were all removed in 1857.	The line takes off at 1·89 miles short of Beypore, which length, together with the Beypore station, has been abandoned.
Jungle wood sleepers were found to be very short-lived, and in 1861 it was decided to replace them by Greaves' patent cast-iron bowl sleepers; the alteration has proved to be economical and in every way satisfactory. Cast-iron bowl sleepers (each 112 lbs.) of an improved and stronger design, with steel bull-headed rails 76lb. to the yard and 30 feet in length, and a heavier type of plate, are now being introduced.	The following are the dates of sanction of the remaining sections of the south-west line, including branches: Madras to Veyasarpaudy . April 1868. Veyasarpaudy to Arkonam . Between *July* 1853 and Feb. 1854. Arkonam to Kadalundi . Between Feb. 1854 and May 1857. Ráyapuram branch . . July 1853. Bangalore ,, . . 1862 and Mar. 1881. Nilgiri ,, . . 17th Aug. 1870. Palghat ,, . . 4th Jan. 1887.
The whole line is fenced.	
There are no curves under a radius of 1,000 feet.	
The statement below shows the length and situation of gradients up to 1 in 100.	The line from Bangalore Cantonment to Bangalore City was constructed as a part of the Mysore state railway, but was subsequently made over to the Madras Railway Company.
	The Bellary branch, from Guntakal junction to Bellary, was purchased by, and handed over to, the Southern Mahratta Railway Company on the 1st February 1887.
	The dates of sanction of the various sections of the north-west line are as follow:

SECTION OF LINE.	LENGTH OF GRADIENTS.	
	1/[illegible] to 1/80	1/[illegible] to 1/100
	Miles.	Miles.
South-west line—		
Between 187·33 and 196·40 miles from Madras	1·34	4·11
,, 223·87 and 241·06 ,, ,, ,,	...	3·59
,, 308·88 and 319·73 ,, ,, ,,	5·36	2·90
,, 353·48 and 366·57 ,, ,, ,,	....	3·99
Bangalore branch—		
Between 135·30 and 146·37 miles from Madras	6·32	3·17
,, 147·60 and 191·14 ,, ,, ,,	...	18·38
,, 213·10 and 218·74 ,, ,, ,,	0·88	1·60
Nilgiri branch—		
Between 316·13 and 325·67 miles from Madras	2·56	0·43
North-west line—		
Between 62·12 and 63·75 miles from Madras	...	1·63
,, 72·27 and 76·08 ,, ,, ,,	1·75	2·02
,, 96·62 and 97·70 ,, ,, ,,	0·80	0·37
,, 137·54 and 138·36 ,, ,, ,,	....	0·82
,, 152·16 and 158·49 ,, ,, ,,	....	4·49

Arkonam	to	mile	64	from Madras	23-6-59
Mile 64	,,	,,	87	,, ,,	3-1-60
,, 87	,,	,,	108	,, ,,	31-1-61
,, 108	,,	,,	130	,, ,,	26-5-63
,, 130	,,	,,	172	,, ,,	18-11-63
,, 172	,,	,,	192	,, ,,	20-7-63
,, 192	,,	,,	203	,, ,,	22-7-65
,, 203	,,	,,	233	,, ,,	8-5-65
,, 233	,,	,,	245	,, ,,	21-5-65
,, 245	,,	,,	256	,, ,,	25-5-66
,, 256	,,	,,	267	,, ,,	22-6-66
,, 267	,,	,,	278	,, ,,	31-7-67
,, 278	,,	,,	288	,, ,,	20-11-67
,, 288	,,	,,	294	,, ,,	4-3-67
,, 294	,,	,,	305	,, ,,	3-12-68
,, 305	,,	,,	314	,, ,,	27-5-68
,, 314	,,	,,	325	,, ,,	24-9-68
,, 325	,,	,,	334	,, ,,	23-8-69
,, 334	,,	Ráichúr	..	. . .	22-9-69

APPENDIX

Railways constructed and in

Standard gauge. LINES WORKED BY

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.	Miles.
XXVI	**Madras Railway**—*concld.*	Miles.		Miles.
	Brought forward .	839·22	Brought forward .	839·22
			DOUBLE SOUTH-WEST LINE—	
			Madras to Veyasarpaudy junction . . . 7-4-73	2·16
			Veyasarpaudy junction to Perambúr . . . 7-2-74	1·30
			Perambúr to Ávadi . . 1-5-77	9·54
			Ávadi to Tiruvallúr . . 20-7-77	12·89
			Tiruvallúr to Arkonam . 28-8-77	16·52
				42·41
	TOTAL .	839·22	TOTAL OPEN MILEAGE	839·22
	TOTAL LINES WORKED BY GUARANTEED COMPANIES (STANDARD GAUGE) . . .	2,588·05		2,587·05

D—*continued.*

progress on the 31st March 1896.

GUARANTEED COMPANIES. Standard gauge.

Details of construction.	REMARKS.

APPENDIX

Railways constructed and in

Standard gauge. ASSISTED

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.	
		Miles.		Miles.
XXVII	**Delhi-Umballa-Kalka—**			
	Delhi on the East Indian railway, *vid* Karnál and Umballa, to Kalka	161·40	Delhi to Kalka . . 1-3-91	161·40
XXVIII	**Tarkessur—**			
	Seoraphuli (14 miles from Howrah on the East Indian railway) to Tarkessur in the Hooghly district . . .	22·23	Seoraphuli to Tarkessur . 1-1-85	22·23
XXIX	**South Behar (Luckeeserai-Gya)**			
	Luckeeserai to Gya	78·81		

D—*continued.*

progress on the 31st March 1896.

COMPANIES. Standard gauge.

Details of construction.	REMARKS.
The line passes through a country generally level and open till above Umballa, where the rise towards the Himalayas commences. In the last 10 miles into Kalka, the country is hilly and the ascent very steep. The permanent-way consists of double-headed steel rails 75 lb. to the yard, laid on Denham-Olphert's sleepers. The minimum radius of curve is 1,550 feet; the steepest gradient is 1 in 40 for about 5 miles into Kalka. The whole length is fenced. The length and situation of gradients up to 1 in 100 are as shown below:	The Delhi-Umballa-Kalka Railway Company was formed in January 1889, and the capital share lists closed on the 26th of that month. The survey between Delhi and Umballa was carried out during November and December 1888. The portion of the line between Umballa and Kalka had been previously surveyed under the orders of the Punjab Government, and the staking out of this length was at once taken in hand by the company. The line is worked and maintained by the East Indian Railway Company under an agreement, the terms of which will be found in Appendix H to Part II of the Railway Administration Report for 1888-89.

SECTION OF LINE.	LENGTH OF GRADIENTS.		
	1/0 & less.	1/0	1/1 to 1/10
	Miles.	Miles.	Mile.
Between 149 and 154·98 miles from Delhi	...	3·29	0·85
Between 154·98 and 161·40 miles from Delhi	5·78	...	...

The permanent-way consists of 74 lb. rails and fastenings of wrought-iron purchased from the East Indian railway, the sleepers used being transverse plate of cast-iron of the Denham-Olphert's latest pattern. The line is fenced and ballasted throughout. There are no gradients of 1 in 100 or less, or curves under a radius of 1,000 feet.	The construction of this railway was sanctioned on the 20th February 1889. It is one of the first railways in India constructed by private enterprise without the aid of any Government guarantee of interest on capital. The latter has been raised in this country by an association of European and Native gentlemen who have paid every expense connected with the construction of the line—excepting the cost of survey, and the cost of acquiring the necessary land which has been given free by the Government of Bengal. The line is worked and maintained by the East Indian Railway Company under an agreement, the terms of which will be found in Appendix N to Part II of the Railway Administration Report for 1887-88.
The line traverses a comparatively flat country with small isolated rocky hills at intervals. The two most important rivers crossed are the Phulgu and Sukri spanned by 18·100 ft. girders and 20·60 ft. girders, respectively. The waterway is comparatively heavy, owing largely to flood water from the Ganges and Sukri having to be passed. The permanent-way will be on the East Indian railway standard design with double-headed rails, 75 lb. to the yard, laid with cast-iron chairs and timber sleepers. The minimum radius of curve is 2,865, and the steepest gradient 1 in 500. The line will be fenced past villages near the line, around station yards, and for a short distance near each level-crossing. Stone ballast procurable from adjacent hills will be used throughout.	The South Behar Railway Company was formed at the end of 1892, and a reconnaissance survey was made early in 1893. On the 7th August 1895, the South Behar Company entered into a contract with the Secretary of State for the construction of the line, *vide* Appendix K to this report. It was decided that the East Indian Railway Company should be the agency by which the construction should be undertaken by the Secretary of State, and a contract to that effect, dated the 22nd August 1895, was entered into between the Secretary of State and the East Indian Railway Company. The indenture will be found in Appendix L to this report. The South Behar line will connect hereafter with the Moghal Sarai-Gya railway at Gya.

APPENDIX

Railways constructed and in

Standard gauge. ASSISTED

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
		Miles.	
XXX	Southern Punjab (Delhi-Samasata)	400·71	
	TOTAL ASSISTED COMPANIES (STANDARD GAUGE)	663·15	183·63

D—*continued.*

progress on the 31st March 1896.

COMPANIES. Standard gauge.

Details of construction.	REMARKS.
The earthwork and bridges are for a single line. The permanent-way will consist of 75 lb. flat-footed rails spiked to transverse sleepers of creosoted pine and deodar. The country traversed is flat, passing for the 230 miles from Delhi through irrigated country, and for the 170 miles at its southern end, along the edge of the desert near the land irrigated by inundation canals from the Sutlej. The cuttings are few, but there are long stretches of bank, low for the most part, but of greater height in places where headway is required for the canal bridges. For natural waterways few minor bridges are required throughout the line, but there are a large number of openings of from 18 in. to 20 ft. for irrigation channels and canals, by which the country is intersected. The Ghaggar is the only river crossed by the line, and for this 20 spans of 40 ft. girders are proposed, the openings being at four different places in 1¼ miles; at the main channel, four of the piers will be on well foundations; elsewhere the foundation will be open. There is a 75 ft. girder bridge over the Western Jumna Canal, one mile out of Delhi, and there are, besides, one 60 ft. and four 40 ft. girder bridges over canals. The line will be ballasted near Delhi with broken stone, and beyond that with broken block kunkur, where obtainable, and with broken bricks from extensive ruins at Rohtak, Bhatinda, and a few other places, while in places the ballast will be largely supplemented with specially burnt brick.	The contract between the Secretary of State for India and the Company was executed on the 13th August 1895, and by October all the engineers had reached India and taken the field. The indenture will be found in Appendix M to this report. Of the total length of the line, 173 miles from Samasata to near Abohar had been previously finally located by the Government engineers, and land plans made out. On this length, therefore, the land, which for 155 miles lay in the Bahawalpur State, was acquired at once, and earthwork started in December 1895. Plate-laying from Samasata was started at the end of March 1895.

APPENDIX

Railways constructed and in

Standard gauge. LINES OWNED BY NATIVE

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
		Miles.	Miles.
XXXI	**Khámgaon—**		
	Jalamb junction [331·81 miles from Bombay (Victoria terminus) on the Nágpur branch of the Great Indian Peninsula railway] to Khámgaon . .	7·55	Jalamb to Khámgaon . . 4-3-70 7·55
XXXII	**Amráoti—**		
	Badnera junction [412·30 miles from Bombay (Victoria terminus) on the Nágpur branch of the Great Indian Peninsula railway] to Amráoti . .	5·44	Badnera to Amráoti . . 16-2-71 5·44
XXXIII	**Bína-Goona—**		
	From the joint boundary of the Indian Midland and Bína-Goona railways, a point 1·56 miles from the centre of Bína station (143 miles from Itársi on the Indian Midland railway) to Goona .	72·18	From the joint boundary of the Indian Midland and Bína-Goona railways, a point 1·56 miles from the centre of Bína station to Goona . . 23-9-95 72·18
XXXIV	**Bhopal-Ujjain—**		Bhopal to Ujjain—
	Bhopal (57 miles from Itársi on the Bhopal-Itársi railway) to Ujjain (600·50 miles from Ahmedabad) on the Ujjain branch of the Rajputana-Malwa railway	114·01	For goods traffic . . 11-11-95 114·01

D—*continued.*

progress on the 31st March 1896.

STATES AND WORKED BY COMPANIES.

Standard gauge.

Details of construction.	REMARKS.
The line is constructed for a single track with a formation of 16 feet. It was originally laid with 57 lb. flat-footed rails on cast-iron pots, but in 1895 the whole of these were removed and replaced with second-hand Great Indian Peninsula railway 69 lb. iron rails and cast-iron pot sleepers. One quarter of the line is ballasted with broken stone, and the rest with gravel. The sharpest curve on this line has a radius of 990 feet; it is 0·27 mile long and is situated between 0 and 0·50 miles. The steepest gradient, which occurs between miles 5 and 6, is 1 in 96 for a length of 0·23 mile. About 1·26 miles of wire fencing have been provided at each end of the line, the remaining portion being unfenced.	The dates of order for survey and construction are as follow: *Date for survey.* 8th April 1870. *Dates for construction.* 7th June 1869. 11th June 1870. These branches have been constructed from the surplus revenues of the Berars, with a view to facilitate the transport of cotton from the marts of Khámgaon and Amráoti. They are worked by the Great Indian Peninsula Railway Company under agreements, the terms of which will be found in Appendices J and K to Part II of the Railway Administration Report for 1890-91.
The permanent-way used on this line is of iron, the rails weighing 68 lb. to the yard; the sleepers are pots. The ballast is partly sand and partly shingle. The line is fenced only at the Badnera and Amráoti ends, and for a short distance outside those stations. There are no gradients on this line of 1 in 100 or less, and there is only one curve under a radius of 1,000 feet, *viz.*, 990 feet. It is situated between 0 and 0·25 mile and is 0·14 mile in length.	
The permanent-way consists of 75 lb. steel rails laid on steel transverse sleepers. There are three large bridges:—the "Betwa," 16 spans of 100 feet, the "Or," 5 spans of 60 feet, and the "Sindh," 5 spans of 100 feet. The line is fenced throughout. There are no gradients so steep as 1 in 100, or curves under a radius of 1,000 feet	This line was constructed by the Gwalior Darbar, and handed over to the Indian Midland Railway Company for working on the 23rd September 1895.
The permanent-way consists of 75lb. flat-footed steel rails laid on 135 lb. transverse steel sleepers. There are six large bridges on the line: Parbati 5 spans of . . . 100 feet. Niwaj 5 „ „ . . . 100 „ Bari-Kalis-Sind 6 „ „ . . . 100 „ Lakhundar 4 „ „ . . . 60 „ Greater Tilar 8 „ „ . . . 60 „ Choti-Kali-Sind 6 „ „ . . . 60 „ The line will be fenced only at, and in the vicinity of, stations, towns, and important level-crossings. There are no grades so steep as 1 in 100, or curves under a radius of 1,000 feet.	The construction of this line was sanctioned in November 1892. It was constructed jointly by the Gwalior and Bhopal states. Earthwork of portions in Gwalior was started in February 1893. Work on the Bhopal section was not sanctioned until the end of April 1893. It is being worked by the Indian Midland Railway Company.

APPENDIX

Railways constructed and in

Standard gauge. LINES OWNED BY NATIVE STATES

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
	Miles.	Miles.	Miles.
IV and XXXV	**Bhopal-Itársi—**		
	Main line—		*Main line—*
	Itársi [463·28 miles from Bombay (Victoria terminus) on the north-east line of the Great Indian Peninsula railway] to Bhopal . . . . 57·11		Itársi to Hoshangabad . 1-6-82 10·89 Hoshangabad to Bhopal . 18-11-84 46·22 57·11
	Branch—		*Branch—*
	Centre of Bhopal station to the joint boundary of the Bhopal-Itársi and Indian Midland railways at Bhopal . 0·28	57·39	Centre of Bhopal station to the joint boundary of the Bhopal-Itársi and Indian Midland railways at Bhopa . . . 11-11-95 0·28 TOTAL OPEN MILEAGE . 57·39
XXXVI	**The Nizam's Guaranteed State—**		
	Main line—		*Main line—*
	Wádi [375·75 miles from Bombay (Victoria terminus) on the south-east line, Great Indian Peninsula railway] *viâ* Secunderabad to the south-east frontier . . . . . 310·09		Wádi junction to Secunderabad and to junction of new line 9-10-74 115·45 Junction of new line to Warangal . . 8-4-86 87·47 Warangal to Dornakal . 1-1-88 51·91 Dornakal to Bona Kálu . 5-8-88 31·72 Bona Kálu to British frontier . 10-2-89 23·54 310·09
	Branches—		*Branches—*
	Husain Ságar junction (111·50 miles from Wádi) to Hyderabad (*Hyderabad branch*) . . . . . 3·54		*Hyderabad branch—*
	Husain Ságar to Hyderabad . . . 9-10-74 3·54		
	Dornakal to Singareni Coal-fields (*Mineral branch*) . . . . 16·50		*Mineral branch—*
	Dornakal to Singareni Coal-fields . . . . 1-1-88 16·50		
	Junction of new line to Trimulgherry (*Troop siding*) . . . . . 2·19	332·32	*Troop siding**—
	Junction of new line to Trimulgherry . . . . 9-10-74 2·19		
			TOTAL OPEN MILEAGE . 332·32

* This is a military line and is not intended to be used for ordinary public traffic.

D—*continued.*

progress on the 31st March 1896.

AND WORKED BY COMPANIES. Standard gauge.

Details of construction.	REMARKS.
The line has been laid for a single track with 62 lb. steel rails. The sleepers were partly of steel and partly of creosoted pine and other kinds of wood. The ghât section, Budni to Barkhera, which was originally laid with jungle wood sleepers, was, during the year 1890, relaid with Indian Midland railway cast-iron oval pot sleepers weighing 80 lbs. per bowl. A similar operation is now in progress on those portions of the line where wooden sleepers are in use. The line is wholly fenced. There are no curves under a radius of 1,000 feet. The steepest gradients are noted below:	The dates of orders for survey and construction are 4th June 1879 and 31st July 1880, respectively. The British Government has paid for the portion, 13·11 miles, in its own territory, and a moiety of the cost of the bridge over the Nerbudda, or, in all, about 13 lakhs; the Regum of Bhopal has contributed 50 lakhs for the portion of the line in her dominions. Profits are shared between Her *Highness the Begum* and the British Government in proportion to the capital contributed by each party at the close of the period for which accounts are made up. The line was constructed on contract by Messrs. Glover & Co., and has been worked by the Indian Midland Railway Company from the 1st January 1889. The terms of working will be found in Appendix L to Part II of the Railway Administration Report for 1893-94. The short branch, 0·28 mile in length, from the centre of Bhopal station to the joint boundary of the Bhopal-Itârsi and Indian Midland railways at Bhopal, was sanctioned for construction in July 1894.

SECTION OF LINE.	LENGTH OF GRADIENTS.	
	1/1 to 1/80	1/81 to 1/100
	Miles.	Miles.
Budni-Barkhera	6·75	0·83

The whole line from Wadi to His Highness the Nizam's frontier is constructed for a single track. About 24 miles are laid with double-headed 68 lb. iron rails on cast-iron bowl sleepers obtained from the Great Southern of India Railway Company; 23 miles with bull-headed 75 lb. steel rails on old cast-iron bowl sleepers; 9 miles with double-headed 68 lb. steel rails on cast-iron bowl sleepers; 2 miles with old flat-footed 62 lb. steel rails on steel sleepers; and the remainder of the line with 66½ lb. flat-footed steel rails on steel pea-pod sleepers.	The dates of orders for *survey* and *construction* are 30th October 1869 and 25th March 1871, respectively. The Government of the Nizam provided the capital, and the British Government constructed the line. The standard gauge was finally adopted on the 30th October 1871. Up to the *end of 1878* the line was worked by the Great Indian Peninsula Railway Company with its own rolling-stock; from January 1879 to the 31st December 1884 it was worked by state agency, and from January 1885 by His Highness the Nizam's Guaranteed State Railways Company.
The branch line to the mines is laid with 60 lb. flat-footed iron rails, except 0·85 mile on which 66½ lb. flat-footed steel rails have been used. Steel pea-pod sleepers have been used throughout. The branch to Trimulgherry is laid with second-hand 60 lb. flat-footed iron rails partly on steel pea-pod sleepers and partly on timber sleepers. The branches are also constructed for a single track. The line is fenced from Wâdi to Secunderbad, but from Secunderabad to the frontier only the station yards are fenced. The steepest gradient on this line is 1 in 100 for a length of 83·60 miles and occurs between Secunderabad and the British frontier. There are no curves under a radius of 1,000 feet.	The construction of the first section between Secunderabad and Warangal was commenced in November 1884 and completed in March 1886. This company was formed for the purpose of acquiring and working the then existing line of 119·32 miles, and of constructing on the same (standard) gauge and working the new lines, 373 miles in length, of which the construction of 160 miles is at present in abeyance. The construction of the *section from Warangal to Dornakal*, and the coal branch, was commenced in May 1886. The extension between Dornakal and the frontier was commenced in January 1887 and completed in January 1889. This Company works, as part of its own system, the section of the East Coast (state) railway, which extends from the frontier of His Highness the Nizam's dominions to the north distant signal of the Bezwada station. The original terms of working, which are printed as Appendix P to Part II of the Railway Administration Report for 1889-90, are under revision.

APPENDIX

Railways constructed and in

Standard gauge. LINES OWNED BY NATIVE STATES

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.		
XXXVII	**The Gaekwars Petlád—**				
	Ánand (269·50 miles from Bombay (Colaba) on the Bombay, Baroda and Central India railway) to Petlád	13·35	Ánand to Petlád . .	5-5-90	13·35
XXXVIII	**Kolar Gold-fields—**				
	Bowringpet (175·46 miles from Madras on the Madras railway) to the Mysore mines station	10·00	Bowringpet to Mysore mines . . .	1-6-94	10·00
XXXIX	**Nagda-Ujjain—**				
	Nagda [459·38 miles from Bombay (Colaba)], on the Godhra-Rutlam-Nagda railway, to Ujjain (600·50 miles from Ahmedabad), on the Rajputana section of the Rajputana-Malwa railway	34·25			
	TOTAL LINES OWNED BY NATIVE STATES AND WORKED BY COMPANIES (STANDARD GAUGE)	633·38*			599·13*

* Excluding the length (13·11 miles) of the Bhopal-Itársi railway (British section), which has been included in "Total state lines worked by companies (standard gauge)."

D—*continued.*

progress on the 31st March 1896.

AND WORKED BY COMPANIES. Standard gauge.

Details of construction.	REMARKS.
The rails used are flat-footed steel, 69½ lb. to the yard, laid on steel trough sleepers fully ballasted throughout with good gravel. The width at formation level is 18 feet. The centre line is on an embankment. There are a few bridges of one or two spans of 20 feet each. The whole line is fenced with cactus. There are no gradients of 1 in 100 or less, or curves under a radius of 1,000 feet.	The orders for the survey of this line were given in December 1887; construction was sanctioned in December 1888; work was commenced in January 1889 and completed on the 5th May 1890. The cost of construction has been defrayed by His Highness the Gaekwar. This line is worked and maintained by the Bombay, Baroda and Central India Railway Company.
The permanent-way consists of Madras railway second-hand double-headed 75lb. iron rails laid on new cast-iron (Greave's) pot sleepers, but, in consequence of the excessive wear due to the heavy traffic passing over this branch, the iron rails are gradually being replaced by 75 lb. steel rails. The ruling gradient is 1 in 66·67 and the sharpest curve of a radius of 1,685 feet. The gradients of $\frac{1}{83\frac{1}{3}}$ to $\frac{1}{80}$ are of a length of 4·66 miles, and those of $\frac{1}{81}$ to $\frac{1}{100}$ of a length of 2·04 miles.	The line was sanctioned for construction in July 1892. It is being worked by the Madras Railway Company on the same percentage of gross earnings as obtains on the entire system *plus* 5 per cent. for the use of rolling-stock.
The permanent-way will consist of 75 lb. flat-footed steel rails, with 5 bolt hole fish plates, laid on cast-iron pot sleepers, Indian Midland Railway pattern, over a bed of moorum and stone ballast over the length two miles from the Sipra bridge into Ujjain station; a third line of rails laid on deodar sleepers will be used to carry the metre-gauge Rajputana-Malwa railway The line will not be fenced, except round station yards. There are no gradients of 1 in 100 or less or curves under a radius of 1,000 feet, the heaviest gradient being 1 in 200 for a total length aggregating 10·50 miles, and the sharpest curve an angle of curvature of 3° or radius of 1,910 feet, being rather under half a mile in length. The only bridges of any magnitude are the Sipra, 6 spans of 150 feet girders, and the Gambhir, 4 spans of 100 feet girders.	This line was sanctioned for construction on the 17th, and orders for the commencement of work issued on the 27th December 1894. Owing to delay in acquiring land, work was not started till March 1895. The line is being constructed by the Bombay, Baroda and Central India Railway Company.

APPENDIX

Railways constructed and in

Standard gauge. LINES OWNED BY NATIVE STATES AND

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.	
		Miles.		Miles.
XL	**Rájpura-Bhátinda—**			
	Rájpura [179 miles from Delhi on the North Western (state) railway, main line] *vid* Patiála to Bhátinda	107·94	Rájpura to Patiála . . 1-11-84 15·77 Patiála to Bhátinda . . 13-10-89 92·17 TOTAL OPEN MILEAGE . 107·94	
XLI	**Jammu and Kashmir—**			
	Frontier of the Kashmir state to the left bank of the Tawi river near Jammu . .	15·92	Frontier of the Kashmir state to the left bank of the Tawi river . . . 15-3-90 15·92	
	TOTAL LINES OWNED BY NATIVE STATES AND WORKED BY STATE RAILWAY AGENCY (STANDARD GAUGE)	123·86		123·86

D—*continued.*

progress on the 31st March 1896.

WORKED BY STATE RAILWAY AGENCY. Standard gauge.

Details of construction.	REMARKS.
The country traversed is eminently favourable. The line is practically a surface one, for a single track, with steel rails 68 lb. to the yard, laid on deodar sleepers, from Rájpura to Patiála; and with 75 lb. flat-footed steel rails, laid on deodar sleepers, from Patiála to Bhátinda. The sharpest curve is of a radius of 1,146 feet, and the steepest gradient is 1 in 250. The line is fenced from Rájpura to Patiála only.	The line from Rájpura to Patiála was sanctioned on the 7th December 1883, and was constructed by the late Sind, Punjab and Delhi Railway Company at the expense of the Patiála Darbar. The extension to Bhátinda was surveyed in 1887, and construction was commenced in April 1888. The line is worked and maintained by the North Western (state) railway under an agreement, the terms of which will be found in Appendix V to Part II of the Railway Administration Report for 1892-93.
This line has been constructed according to standard dimensions. The rails are 75lb. flat-footed. The sleepers are of deodar, except where there are dips in the road to pass surface floods: steel transverse sleepers have been used in such places. There are about 1,900 sleepers to the mile. The ballast used is of stone throughout and of excellent quality. There are no gradients of 1 in 100 or less, or curves under a radius of 1,000 feet.	Sanction was given to the construction of this line on the 25th February 1888. The line has been constructed by the Kashmir Darbar, by whom also the capital was provided. It is maintained and worked by the North Western (state) railway as a leased line under agreement for five years. The terms of working will be found in Appendix S to Part II of the Railway Administration Report for 1890-91. The renewal of the agreement is under consideration.

APPENDIX

Railways constructed and in

Standard gauge LINE OWNED AND

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
XLII	Bina-Goona (Goona-Bara extension)—	Miles.	
	Goona to the Parbati river in the Gwalior State, near Bara	21·00	
	TOTAL LINE OWNED AND WORKED BY NATIVE STATE (STANDARD GAUGE) . . .	21·00	

D—*continued.*

progress on the 31st March 1896.

WORKED BY NATIVE STATE. Standard gauge.

Details of construction.	REMARKS.
Beyond five miles of heavy work on a ruling grade of 1 in 125, the works on this extension are very light. The permanent-way will consist of 75 lb. flat-footed steel rails, laid on transverse steel sleepers.	Surveys were carried out during the year for the extension of the Bina-Goona Railway to Bara and Kotah; but plans and estimates have not yet been submitted. Sanction, however, was accorded in March 1896 to the commencement of earth work for famine relief purposes on the section from Goona to the Parbati river in the Gwalior State, near Bara, with funds supplied by the Gwalior Durbar. The work is well in hand.

APPENDIX

Railways constructed and in

Metre gauge. STATE LINES WORKED

No.	Name of line and mileage sanctioned.	Miles.	Total mileage.
XLIII	**Bengal and North-Western*—**		
	TIRHOOT SECTION—		
	Main line—		
	Semaria ghât on the opposite bank of the Ganges, 4 miles below Mokameh, to Bettiah		145·87
	Kosi extension—		
	Samastipur to Bhâptiâhi	76·92	
	Bhâptiâhi to Pratâpganj	14·00	
	Pratâpganj to Khanwa ghât	8·00	98·92
	Bairagnia branch—		
	Durbhunga to Dheng	57·00	
	Dheng to Bairagnia (*fair weather line*)	3·51	60·51
	Sonepore branch—		
	Mozufferpore to Sonepore (point of junction with the Company's section)		34·61
	Hajeepore branch—		
	Hajeepore to Hajeepore ghât		1·89
	Hajeepore *vid* Khagaria to Katihar		162·00
	COMPANY'S SECTION—		
	Main line—		
	Sonepore, opposite Patna, *vid* Chupra, Sewan and Gorakhpur to Mankapur and thence to Ajodhya	238·60	
	Loop line—		
	Sonepore to Bunwârchak	9·00	
	Carried over	247·60	503·80

Date of opening for public traffic.		Miles.
TIRHOOT SECTION—		
Main line—		
Semaria ghât to Dalsinghsarai	1-5-83	22·55
Dalsinghsarai to Samastipur	1-11-75	14·75
Samastipur to Mozufferpore	24-2-77	32·00
Mozufferpore to Motiharee	1-2-83	49·57
Motiharee to Bettiah	20-12-83	27·00
		145·87
Kosi extension—		
Samastipur to Durbhunga	1-11-75	23·00
Durbhunga to Jhanjharpur	1-2-83	24·00
Jhanjharpur to Ghoghardiha—		
For goods traffic	8-4-86	13·00
For passenger traffic	6-5-86	
Ghoghardiha to Nirmala—		
For goods traffic	8-4-86	6·92
For passenger traffic	1-11-86	
Nirmala to Bhâptiâhi—		
For goods traffic	15-11-87	10·00
For passenger traffic	1-1-88	
Bhâptiâhi to Pratâpganj—		
For goods traffic	1-10-88	14·00
For passenger traffic	1-1-89	
Pratâpganj to Khanwa ghât	14-11-90	8·00
		98·92
Bairagnia branch—		
Durbhunga to Sitamarhi—		
For goods traffic	1-7-90	42·00
For passenger traffic	1-11-90	
Sitamarhi to Riga—		
For goods traffic	1-1-91	6·00
For passenger traffic	2-11-91	
Riga to Dheng—		
For goods traffic	1-7-91	9·00
For passenger traffic	2-11-91	
Dheng to Bairagnia—		
For goods traffic	1-3-92	3·51
For passenger traffic	15-3-92	
		60·51
Sonepore branch—		
Mozufferpore to Hajeepore	26-10-84	31·25
Hajeepore to Sonepore—		
For goods traffic	1-8-87	3·36
For passenger traffic	25-4-87	
		34·61
Hajeepore branch—		
Hajeepore to Hajeepore ghât	26-10-84	1·89
Total Tirhoot section		341·80
COMPANY'S SECTION—		
Main line—		
Sonepore to Mankapur	15-1-85	218·50
Mankapur to Nawâbganj	2-4-84	14·00
Nawâbganj to Ajodhya	1-12-84	6·10
		238·60
Loop line—		
Sonepore to Bunwârchak	15-1-85	9·00
Carried over		341·80 / 247·60

* Although for convenience classed amongst state railways, the Company's section of

D—*continued.*

progress on the 31st March 1896.

BY COMPANIES. Metre gauge.

Details of construction.	REMARKS.
The line is laid *partly with* iron rails 40lb. to the yard, and partly with steel rails 41½lb. to the yard, *on* transverse sleepers of sál and deodar, and Denham-Olpherts and Denham's iron sleepers. *The* 40 lb. iron rails are being replaced with 50 lb. steel rails. The line is ballasted, and the country through which it passes is easy. *It is* fenced *throughout* with wire and stone posts.	The Tirhoot line was started in February 1874 for the relief of famine, and was opened for grain traffic from the Ganges bank opposite Barh to Durbhunga in April of that year. *It* was closed during the rainy season and opened again in November, and was permanently opened for public traffic on the 1st November 1875. The construction of the line from Dalsinghsarai *to* Semaria ghât was sanctioned on the 3rd February 1882 in consequence of the silting up of the river Ganges and the formation of a bar opposite Barh. On the opening of this *line* the route *vid Bajitpur* and the Barh branch was closed. The survey for the permanent line was ordered on the 8th December 1874, and its *construction* on 6th January 1876. With the opening of the section from Pratápganj to Khanwa ghât the construction of the Kosi extension project was brought to completion. This line is connected with the Behar section of the Eastern Bengal (state) railway by means of a ferry across the Kosi river, between Khanwa ghât on the Kosi extension of this line and Ancharághât on the Kosi branch of the Eastern Bengal (state) railway.
The Bairagnia branch is laid with second-hand iron rails 60 lb. to the yard, received from the North Western (state) railway, the sleepers used being of pynkado wood from Burma.	
The country traversed is generally flat; but, being subject in many places to inundation, heavy banking has been necessary. Between Kopa Sambota and Sonepore and Gorakhpur and Maghar the banking is especially heavy. As the line crosses the drainage of the country between the Gunduk and Gogra rivers the bridging is in places heavy, and the Rapti bridge *has* been a difficult and expensive undertaking: on the Uska bazar branch the works, both earthwork and bridging, are heavy.	The survey for this line was ordered on the 5th March 1881. The construction of the line was sanctioned on the 18th May 1882. From the 1st January 1883 it was handed over to a Limited Liability Company with a free gift of land, but no guarantee. The line is connected with the Tirhoot railway by means of the Gunduk bridge, between Sonepore and Hajeepore, which was sanctioned on the 19th October 1883.

this line is the property of the Bengal and North-Western Railway Company.

APPENDIX

Railways constructed and in

Metre gauge. STATE LINES WORKED

No.	Name of line and mileage sanctioned.	Miles.	Total mileage.	Date of opening for public traffic.	Miles.
XLIII	**Bengal and North-Western—*concld.***				
	Brought forward	247·60	503·80	Brought forward	341·80 247·60
	COMPANY'S SECTION—*concld.*			*Branches—*	
	Branches—			*Uska bazar branch—*	
	Gorakhpur to Uska bazar (*Uska bazar branch*)	39·58		Gorakhpur to Uska bazar . 15-12-86	39·58
	Mankapur to Naipálganj road (*Naipálganj road branch*)	88·98		*Naipálganj road branch—*	
	Chupra to Revelganj (*Revelganj branch*)	7·34		Mankapur to Bahraich . 2-4-84	55·00
	Gonda to Gogra ghât (*Bahramghat branch*)	31·00		Bahraich to Naipálganj road 15-12-86	33·98
	Jachwal Road to Burhwal, on the Cawnpore-Burhwal metre gauge railway, with bridge over the Gogra river (*Burhwal branch*)	9·30			88·98
	Gonda *vid* Bálrampur to Tulsipur (*Tulsipur branch*)	42·00		*Revelganj branch—*	
	Nánpára to Katarnian ghât (*Katarnian ghât branch*)	42·08		Chupra to Revelganj—	
	Bhatni to Turtipur with side extension to Barhaj (*Turtipur branch*)	29·79		For goods traffic . 15-4-91 For passenger traffic . 15-5-91	7·34
	Gogra-Ganges Doab lines—			*Bahramghat branch—*	
	Turtipur to Benares	83·29		Gonda to Colonelganj—	
	Mau to Azamgarh	27·00		For goods traffic . 29-10-91 For passenger traffic 1-2-92	17·75
	Mau *vid* Ballia to Revelganj	71·32		Colonelganj to Gogra ghât 1-2-92	13·25
	Syedpur to Ghâzipur	29·00			31·00
		500·59			
			748·19	*Total Company's section*	414·50
	TOTAL		1,251·99	TOTAL OPEN MILEAGE	756·39

D—*continued.*

progress on the 31st March 1896.

BY COMPANIES. Metre gauge.

Details of construction.	REMARKS.
The line is laid with 41½ lb. steel rails on sleepers of sâl and creosoted pine, and is well ballasted throughout. It is generally unfenced, except in front of villages and on each side of level-crossings and near stations. On this line (including the Tirhoot section), there are no grades of 1 in 100 or under, and there is only one curve under a radius of 1,000 feet, *viz.*, at Paleza ghât on the loop line, the length of which is 2,000 feet and the radius 900 feet.	On the 1st November 1884, the Company took over the bridge of boats at Fyzabad from Government and removed it to the railway ferry at Ajodhya. During the rains this bridge is lifted and the ferry worked by steamer. The branch from Gorakhpur to Uska bazar was sanctioned, on the 3rd August 1885, in substitution of a branch 36 miles from Gorakhpur to Bânsi. During 1888 a preliminary survey was made for a branch line from Chupra to Revelganj, the construction of which was sanctioned in November 1889. The construction of the Gonda-Bahramghat branch was sanctioned in November 1889, and of the fair weather extension (6·08 miles) from Gogra ghât to Bahramghat —the point of junction with the Oudh and Rohilkhand (state) railway—in October 1893. The latter is a temporary line which is treated as a wagon ferry, and is, therefore, excluded from the mileage returns. The temporary bridge over the Gogra is 1,400 feet in length, of which 400 feet consist of floating bridges and the remainder of 20-feet girder spans supported on wooden piers. It is taken up during the rains and reconstructed annually after the rains. Communication across the Ganges between Digha ghât station of the East Indian railway and Paleza ghât station of the Bengal and North-Western railway is maintained by means of a steam ferry. The wagon ferry of the Bengal and North-Western railway was transferred from Digha to Mokameh and the working commenced on the 7th February 1893. The latter place is now the chief junction for the interchange of traffic with the East Indian railway for the combined system of the Bengal and North-Western and Tirhoot railways. The extensions of the Company's section in connection with the linking up of the metre gauge railways in Northern India were sanctioned in December 1894, and orders for the commencement of work issued in January and February 1895. The working of the Tirhoot railway was taken over by the Bengal and North-Western Railway Company from the 1st July 1890. The terms of working will be found in Appendix L to Part II of the Railway Administration Report for 1890-91.

APPENDIX

Railways constructed and in

Metre gauge. STATE LINES WORKED

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.	
	Miles.	Miles.	*Main line*—	Miles.
XLIV	**Rohilkund and Kumaon (Lucknow-Bareilly section)**—		Lucknow to Sitapur . 15-11-86	55·00
	Main line—		Sitapur to Lakhímpur . 15-4-87	28·50
	Lucknow (209 miles from Moghal Sarai on the Oudh and Rohilkhand (state) railway) to Bareilly (355 miles from Moghal Sarai, on the Oudh and Rohilkhand (state) railway) . 198·55		Lakhímpur to Gola Gokaran Náth 15-12-87	21·50
	Bareilly grain siding . . . 1·75		Gola Gokaran Náth to Pilibhit . . . 1-4-91	57·55
		200·30	Pilibhit to Bhojeepura . 15-11-84	24·00
			Bhojeepura to Bareilly . 12-10-84	12·00
			Bareilly grain siding—	
			For goods traffic . . 1-4-94	1·75
			Dudhwa branch—	
	Dudhwa branch—		Mailáni to Sárda . . 1-1-93	15·00
	Mailáni (118 miles from Lucknow) to Dudhwa . . . . 26·00		Sárda to Sohela—	
	Dudhwa to Sonaripur . . 4·87		For goods traffic . . 10-3-93	8·50
		30·87	Sohela to Sonaripur—	
			For goods traffic . . 18-3-94	7·37
	TOTAL .	231·17	TOTAL OPEN MILEAGE	231·17
XLV	**Rajputana-Malwa**—			
	STANDARD GAUGE.		Jumna east bank to Agra cantonment . . 1-1-76	3·07*
	Junction of East Indian railway, Agra, (Jumna east bank) to the limit of Agra Cantonment .	3·07*	RAJPUTANA SECTION.	
			Main line—	
	METRE GAUGE.		Delhi to Rewári—	
			For salt traffic only . 14-2-73 }	51·25
	RAJPUTANA SECTION.		For passenger traffic . 1-7-73 }	
	Main line—		Rewári to Ulwur . . 15-9-74	46·25
	Delhi to Bándikui (Junction with the Agra branch) . 135·25		Ulwur to Bándikui . . 7-12-74	37·75
	Bándikui to Ajmere . . 139·75		Bándikui to Dausa . . 20-4-74	17·75
			Dausa to Jeypore . . 12-10-74	38·00
	Ajmere, east of Abu, and through Pálanpur to Ahmedabad on the Bombay, Baroda and Central India railway 304·75		Jeypore to Phulera . . 1-3-75	34·25
			Phulera to Ajmere . . 1-8-75	49·75
			Ajmere to Beáwar . . 15-5-78	32·25
			Beáwar to Haripúr . 12-8-79	21·00
	579·75		Haripúr to Sojat road . 20-10-80	20·50
			Sojat road to Pálanpur . 1-1-81	148·00
			Pálanpur to Ahmedabad . 15-11-79	83·00
				579·75
	Carried over . 579·75		Carried over .	579·75

* These 3·07 miles are laid on both the standard and metre gauges, except on the Jumna bridge where a mixed gauge is laid.

D—*continued.*

progress on the 31st March 1896.

BY COMPANIES. **Metre gauge**

Details of construction.	REMARKS.
The country traversed is flat, and there have been no engineering difficulties. The line is laid for a single track principally with 41½ lb. steel rails on sál, teak, and deodar sleepers. The Bareilly-Pilibhit section is ballasted throughout. It is fenced only for the first 4·50 miles from Bareilly. The only bridges of any magnitude are those over the Gumti at Lucknow and the Deoha at Pilibhit. Only a few miles of fencing has been provided in this section, chiefly at stations and level-crossings. A floating iron pontoon bridge, 450 feet long, has been provided for crossing the Sardah river on the Dudhwa branch. This bridge, with a temporary wooden pile bridge of varying length in different years, enables trains to cross that river during the dry season. The steepest gradients on this line are situated on the Dudhwa branch and are as noted below: $\frac{1}{51}$ to $\frac{1}{80}$ . . . . 1·57 miles: $\frac{1}{81}$ to $\frac{1}{100}$ . . . . 1·17 " A curve under a radius of 1,000 feet occurs between Lucknow junction and Lucknow City, the length of which is 0·63 mile.	The sanction of the Secretary of State to the commencement of work on the Lucknow-Gola Gokaran Náth section was received on the 8th October 1884, and orders for construction issued on the 13th November 1884. The line from Gola Gokaran Náth to Pilibhit was sanctioned by the Government of the North-Western Provinces and Oudh on the 27th December 1889. Orders for the construction of the first 4·62 miles from Bareilly were issued on the 17th March 1882, and for the remaining portion of the Bareilly-Pilibhit section on the 24th February 1883. The point of junction with the Rohilkund and Kumaon Railway Company's system has been established at Bhojeepura, 12 miles from Bareilly. The length from Mailáni to Pilibhit (41·75 miles), which was closed to traffic on the 5th July 1891, was permanently reopened on the 25th October 1891. A grain siding, 1·75 miles long, to Bareilly City was sanctioned for construction on the 24th March 1892. It was opened for goods traffic on and from the 1st April 1894. The Dudhwa branch (Mailáni to Dudhwa), which is a fair weather line, was sanctioned for construction on the 3rd December 1890, and the extension to Sonaripur on the 2nd November 1893. The pontoon bridge was opened for public traffic for the current season on the 14th December 1894. The Lucknow-Gola Gokaran Náth section and the Pilibhit-Bareilly section, which were previously worked by the Oudh and Rohilkhand (state) railway and by the Rohilkund and Kumaon Railway Company, respectively, were made over, together with the Gola Gokaran Náth-Pilibhit section, to the latter Company on the 1st January 1891. These sections now form one line called the Lucknow-Bareilly section of the Rohilkund and Kumaon railway. The terms of working will be found in Appendix M to Part II of the Railway Administration Report for 1890-91.
The line is constructed for a single track. Sufficient land has been taken up to admit of another track being laid, if necessary, hereafter. The rails originally used were 36 lb. and 40 lb. to the yard, laid on transverse deodar and creosoted pine sleepers. The 36 lb. iron rails have nearly all been replaced by 41½ lb. steel rails. For future renewals it has been decided to still further increase the weight of rails to a 50 lb. section, which has already been used in relaying 412 miles of the length between Delhi and Ahmedabad.	The dates of orders for survey and construction are as follow: *Dates for survey.* Delhi and Agra to Nusseerabad . . . 17-5-69 Ajmere to Ahmedabad . . . . 1-11-72 Khandwa to Indore . . . . . 8-4-70 Indore to Neemuch . . . . . 6-3-71 Neemuch to Nusseerabad . . . . 3-11-71 Rewári to Hissar . . . . . 10-3-81 Hissar to Ferozepore 13-9-81

APPENDIX

Railways constructed and in STATE LINES WORKED

Metre gauge.

No.	Name of line and mileage sanctioned.	Miles.	Total mileage.	Date of opening for public traffic.	Miles.
XLV	Rajputana-Malwa—*continued.*		Miles.		
	Brought forward .	579·75		Brought forward .	579·75
	RAJPUTANA SECTION—*concld.*			RAJPUTANA SECTION—*concld.*	
	Branches—			*Farukhnagar salt branch*—	
	Garhi Harsaru junction (25·25 miles from Delhi) to Farukhnagar (*Farukhnagar salt branch*) . . .	7·75		For salt traffic only . 14-2-73 } For passenger traffic . 1-7-73 }	7·75
	Bándikui to Agra fort (*Agra branch*) . . .	94·64*		*Agra branch*—	
	Agra fort to Jumna east bank	1·50		Bándikui to Bhurtpore . 20-4-74	60·50
	Phulera junction (183·50 miles from Agra) to Sámbhar (*Sámbhar lake salt branch*)	4·50		Bhurtpore to Agra fort— For goods traffic . 11-8-73 } For passenger traffic . 20-10-73 }	34·14
	Extension of Sámbhar branch to Japog . . .	4·50		Agra fort to Jumna east bank 1-1-76	1·50
	Extension of Sámbhar branch across the lake to Gudha, and thence *vid* Kuchámán Road to Jhowra . .	17·00		Sámbhar lake salt branch 1-3-75	4·50
	Kankaroola siding . .	1·25		Japog extension . . Oct. 76	4·50
	Additional salt sidings in the Sámbhar lake . .	5·02		Extension of Sámbhar branch to Jhowra . . .20-12-79	17·00
		135·02		Kankaroola siding . . 15-2-81	1·25
				Additional salt sidings in the Sámbhar lake . . 1-9-91	5·02
					135·02
			715·91	*Total Rajputana section* .	715·91
				DOUBLE-RAJPUTANA SECTION.	
				Agra branch—	
				Agra fort to Agra Cantonment— For goods traffic . 11-8-73 } For passenger traffic . 20-10-73 }	1·14
	MALWA SECTION.			MALWA SECTION.	
	Main line—			*Main line*—	
	Khandwa (352·75 miles from Bombay on the Great Indian Peninsula railway, north-east line) to Indore .	86·94		Khandwa to Sanáwad . 1-2-74	34·25
	Indore *vid* Fatehabad junction, Rutlam, Jaora and Mandsaur, to Neemuch .	156·48		Sanáwad to Mortakka . 1-4-74	3·50
	Neemuch to Ajmere . .	148·85		Mortakka to Chorai . 20-1-75	20·50
		392·27		Chorai to Mhow . . 1-1-78	15·69
				Mhow to Indore . . 3-8-76	13·00
				Nerbudda bridge . . 5-10-76	...
				Indore to Fatehabad . 3-8-76	25·23
				Fatehabad junction to Rutlam . . . 11-7-78	48·75
				Rutlam to Jaora . . 25-2-80	20·50
				Jaora to Mandsaur . 8-4-80	31·75
				Mandsaur to Neemuch . 2-7-80	30·25
				Neemuch to Nímbahera . 10-3-81	16·40
				Nímbahera to Chítorgarh 19-3-81	17·65
				Chítorgarh to Nusseerabad 1-12-81	100·65
				Nusseerabad to Ajmere . 14-2-76	14·15
					392·27
	Ujjain branch—			*Ujjain branch*—	
	Fatehabad junction (24·50 miles from Indore) to Ujjain .	12·00		Fatehabad to Ujjain . . 3-8-76	12·00
	Extension of Ujjain branch across the Sipra river to Ujjain city . . .	2·25		Ujjain branch extension across the Sipra river to Ujjain city 1-3-84	2·25
		14·25			14·25
			406 52	*Total Malwa section*	406·52
	Carried over .		1,122·43	Carried over .	1,122·43

* Of this length 1·14 miles are double.

D—*continued.*

progress on the 31st March 1896.

BY COMPANIES. Metre gauge.

Details of construction.	REMARKS.
The creosoted half-round pine sleepers with which the road was first laid are being renewed with deodar sleepers.	*Dates for construction.*
The chief works on the Rajputana line are the Bánganga, Shallas, Dhúnd, Amanishah and Jumna bridges, and the descent of the Aravally range west of Ajmere.	Delhi-Rewári section and Salt branch . . 1-3-70 Rewári to Bándikui . . . . . 14-8-72 Agra to Phulera 20-10-71
The total length of line fenced on the Rajputana section is 575 miles, or about three-fourths of the whole section.	Phulera to Sámbhar . . . . . 8-4-73 Phulera to Ajmere . . . . . 9-4-73 Ajmere to Nusseerabad 14-4-74
The length and situation of the portions of the line on a gradient of 1 in 100, which is the steepest on this section, and particulars of curves under a radius of 1,000 feet are given below:	Sámbhar to Japog . . . . . 14-7-75 Ajmere to Nusseerabad . . . . . 4-9-76 Sámbhar extension to Jhowra and extension of Japog siding . . . . . 15-5-78 Khandwa to Indore 8-1-72
Indore to Rutlam, with branch to Ujjain . 29-10-73 Rutlam to Neemuch . . . . . 5-10-77 Neemuch to Nusseerabad . . . . . 30-4-79 Rewári to Hissar . . . . . 13-9-81 Hissar to Ferozepore . . . . . 8-10-82 Extension of Ujjain branch to Ujjain city . 6-12-82	
The Deodani siding, 2 miles, was dismantled in 1891, and the Japog siding was reduced to 4·33 miles in the same year; 5·25 miles of new sidings were also laid and opened for traffic on the 1st September 1891.	

SECTION OF LINE.	LENGTH OF GRADIENT. 1/100	CURVES UNDER A RADIUS OF 1,000 FEET. Length.	Radii.
Main line—	Miles.	Miles.	
East of Ajmere station-yard . . .	0·14	...	...
Between 320·50 miles from Delhi	...	0·29	Varying from 882 feet to 955 feet.
418·75 „ „ .	...	0·09	716 feet.
458·25 „ „ .	...	0·19	955 „
Agra branch—			
West end of Jumna bridge . . .	0·18	...	...
Farukhnagar branch—			
Between miles 2·75 and 7·50 from Garhi Harsaru .	2·60	...	...
Miles 7·35 „ „ .	...	0·21	700 feet.

The principal works on the Holkar railway are the ascent of the Vindhya range and the bridge over the Nerbudda river. The latter consists of 14 spans of 60 metres. The works generally are heavy.	The Maharaja Holkar lent the British Government one hundred lakhs of rupees at 4½ per cent. per annum for the construction of the Khandwa-Indore section, and is entitled to a moiety of surplus profits.
With the exception of the bridging, the works on the Sindia-Neemuch section are light.	The Maharaja Sindia lent the British Government seventy-five lakhs of rupees at 4 per cent. per annum for the construction of the Indore-Neemuch section and the branch to Ujjain.
The Sipra bridge consists of 6 spans of 150-feet girders, state railway type, laid on masonry piers. The girders of this bridge are being altered from metre to broad gauge.	
The Malwa section is generally unfenced, except on the ghats between Mhow and Kalakund and at stations.	
The following statement shows the length and situation of gradients up to 1 in 100 and of curves under a radius of 1,000 feet on this section:	

SECTION OF LINE.	LENGTH OF GRADIENTS. 1/50	1/82	1/100	CURVES UNDER A RADIUS OF 1,000 FEET. Length.	Radii.
Main line—	Miles.	Miles.	Miles	Miles.	
Between 322 and 323 miles from Ajmere .	...	...	0·59	...	...
„ 323 and 326·66 „ „	3·43	...	...	...	...
„ 326·66 and 326·85 „ „	...	0·20	...	..	...
„ 326·86 and 386 „ „	...	...	15·20	...	...
„ 323 and 342 „ „	...	...	...	3·68	Varying from 600 feet to 900 feet
Ujjain branch—					
Between 0 and 0·31 mile from Fatehabad . . .	...	...	...	0·31	955 feet.

APPENDIX

Railways constructed and in STATE LINES WORKED

Metre gauge.

No.	Name of line and mileage sanctioned.		Total mileage.	Date of opening for public traffic.		Miles.
XLV	Rajputana-Malwa—*concld.*	Miles.	Miles.			
	Brought forward		1,122·43	Brought forward		1,122·43
	CAWNPORE-ACHNERA SECTION.			CAWNPORE-ACHNERA SECTION.		
	Main line—			*Main line*—		
	Cawnpore (683·50 miles from Howrah, *viâ* the chord line, on the East Indian railway) to Farukhabad	86·00		Cawnpore to Kanauj	15-12-80	49·50
				Kanauj to Farukhabad	1-2-81	36·50
	Farukhabad to Háthras Road junction	101·00		Farukhabad to Kásganj	14-4-84	67·00
				Kásganj to Háthras	1-7-84	34·00
	Háthras Road station (856·75 miles from Howrah on the East Indian railway) to the left bank of the Jumna opposite Muttra	29·00		Háthras to Muttra	19-10-75	29·00
				Jumna bridge	1-7-84	1·00
	Jumna bridge and approaches	1·00		Muttra to Achnera	7-11-81	22·33
	Right bank of the Jumna at Muttra to Achnera, a station on the Rajputana section, 16 miles from Agra	22·33				239·33
		239·33				
	Branches—			*Branches*—		
	Mandhana to Brahmávart (*Brahmávart branch*)	5·00		Brahmávart branch	10-11-85	5·00
				Soron branch	4-1-85	9·00
	Kásganj (153·75 miles from Cawnpore city) to Soron (*Soron branch*)	9·00		Brindaban branch	26-8-89	7·32
						21·32
	Muttra to Brindaban (*Brindaban branch*)	7·32				
		21·32		*Total Cawnpore-Achnera section*		260·65
		260·65		REWÁRI-FEROZEPORE RAILWAY.		
	REWÁRI-FEROZEPORE RAILWAY.			*Main line*—		
	Main line—			Rewári to Hissar—		
	Rewári (51·25 miles from Delhi, *viâ* Hissar, Sirsa, Bhátinda, and Faridkot) to Ferozepore	240·85		For goods traffic	20-3-83	89·00
				For passenger traffic	1-5-83	
				Hissar to Sirsa—		
				For goods traffic	1-1-84	50·50
				For passenger traffic	1-3-84	
				Sirsa to Ferozepore	1-10-84	101·35
						240·85
	Fázilka branch—			*Fázilka branch*—		
	Kot Kapúra (212·50 miles from Rewári) to Fázilka	50·00		Kot Kapúra to Fázilka	1-1-85	50·00
			290·85	*Total Rewári-Ferozepore railway*		290·85
	TOTAL		1,673·93	TOTAL OPEN MILEAGE		1,673·93
XLVI	Pálanpur-Deesa—			Pálanpur to Deesa—		
	Pálanpur (496·75 miles from Delhi on the Rajputana-Malwa railway) to the cantonment of Deesa		17·28	For goods traffic	8-11-93	17·28
				For passenger traffic	25-11-93	

D—*continued.*

progress on the 31st March 1896.

BY COMPANIES. Metre gauge.

Details of construction.	REMARKS.
The Cawnpore-Farukhabad section is constructed for a single track, and is laid with iron rails 40 lb. to the yard.	The orders for survey of the Cawnpore-Farukhabad section issued on the 27th November 1877, and for construction on the 13th October 1878.
The line from Farukhabad to Háthras Road has been laid with 41½ lb. Bessemer steel rails.	The construction of the extension from Farukhabad to Háthras Road was sanctioned on the 13th July 1882.
The Háthras-Muttra line is laid for a single track and for 22 miles borders on the metalled road. Rails, 30 lb. to the yard, were originally laid on transverse sleepers of deodar. There are no works of any magnitude on this section. It has been relaid with 41½ lb. steel rails.	The section from Cawnpore to Kanauj was opened in December 1880 for local traffic only, and the entire line for public traffic in February 1881, a temporary bridge over the Kali Nadi being provided. This temporary bridge was replaced by a permanent one in 1881.
The bridge over the Jumna consists of 7 spans of 150 feet on stone piers.	The construction of the Brahmávart branch was sanctioned on the 18th March 1884 and of the Soron branch on the 16th March 1883.
The Muttra-Achnera section has been laid with steel rails 41½ lb. to the yard.	The survey of the line from Háthras to Muttra was ordered on the 2nd March 1874, and that from Muttra to Achnera on the 5th March 1878. The construction of the former section was ordered in April 1874, of the latter in February 1880, and of the bridge over the Jumna in July 1882.
The Cawnpore-Achnera section is partially fenced, and the fencing is chiefly confined to one side of the line between Cawnpore and Farukhabad and between Háthras City and Muttra Cantonment. There are a few miles of double fencing at stations.	The principal portion of the earthwork of the Muttra-Achnera section was carried out as a famine relief work in 1878.
On this section there are no gradients of 1 in 100 or less, or curves under a radius of 1,000 feet.	The construction of the Muttra-Brindaban branch as an integral part of the Cawnpore-Achnera section was sanctioned on the 4th May 1888. Owing to delay in making over the land, construction work was not commenced till October 1888.
	The Cawnpore-Achnera line was leased to the Bombay, Baroda and Central India Railway Company on the 1st October 1886, and is now considered as a part of the Rajputana-Malwa railway.
No engineering difficulties were encountered on the Rewári-Ferozepore line.	The Rajputana-Malwa railway, of which for the present the Rewári-Ferozepore railway with its branch is to be considered as an integral part, was leased to the Bombay, Baroda and Central India Railway Company from the 1st January 1885 to the 30th June 1900. The terms of working will be found in Appendix J to Part II of the Railway Administration Report for 1884-85.
The rail are mainly of steel, 41½ lb. to the yard, laid on deodar and Denham-Olphert's pot sleepers With the wooden sleepers stone ballast is used, and with the pots sand with a covering of stone.	
The country through which the length from Sirsa to Ferozepore runs is exceedingly easy; the line is at present unfenced, except about 66 miles of main line and at stations.	
The Fázilka branch is laid with 41½ lb. steel rails and Denham-Olphert's and Molesworth's iron sleepers; the ballast is of sand, without a stone covering.	
The line is unfenced, except at stations.	
On this line there are no gradients so steep as 1 in 100, or curves under a radius of 1,000 feet.	
This line is constructed for a single track with substructure suitable for standard gauge.	The line was sanctioned for construction on the 22nd March 1892.
The rails are steel, 41½ lb. to the yard, laid on metal sleepers, except for about 0·75 of a mile where iron rails are used.	The Pálanpur Darbar provided the land free and contributed the sum of Rs. 1,85,000. The Government of India provided the money required to construct the line, and stores from stock so far as available. The latter has also to provide such capital for improvements and additions to the open line as may, from time to time, be necessary.
The line traverses an easy country, and there have been no engineering difficulties.	
The ballast used is sand with a 6-inch covering of broken stone.	
The entire length with the exception of a little wire fencing at mile 2 is fenced with cactus.	The branch line is maintained and worked by the Bombay, Baroda and Central India Railway Company, under an agreement, the terms of which will be found in Appendix S to Part II of the Railway Administration Report for 1893-94.
There are no gradients of 1 in 100 or less, or curves under a radius of 1,000 feet.	

APPENDIX

Railways constructed and in

Metre gauge. STATE LINES

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.	Miles.
		Miles.		Miles.
XLVII	Southern Mahratta—			
	Main line—		*Main line*—	
	Portuguese frontier near Dhárwár *viâ* Guntakal and Nandyál to Tadêpalli . . .	509·97	Frontier to Castle Rock . 3-2-88	3·63
			Castle Rock to Deuli . . 15-6-87	2·75
			Deuli to Dhárwár . . 24-1-87	56·00
			Dhárwár to Hospet . . 1-7-85	101·25
			Hospet to Bellary . . 24-3-84	40·51
			Bellary to Guntakal . . 17-5-87	29·99
			Guntakal to Nandyál . . 11-7-87	90·25
			Nandyál to Cumbum . . 15-6-90	63·18
			Cumbum to Tadêpalli . 3-10-89	122·41
				509·97
	Branches—		*Harihar branch*—	
	Hubli to Harihar (*Harihar branch*)	81·00	Hubli to Harihar (temporary station) . . . 18-10-86 Temporary station to permanent station . . 21-2-89	81·00
			Bijápur branch—	
	Gadag to Hotgi (*Bijápur branch*)	173·08	Gadag to Hotgi—	
			For goods traffic . . 1-8-84 For passenger traffic . 15-9-84	173·08
			Poona branch—	
	Londa to Poona (*Poona branch*)	277·99	Londa to Belgaum . . 21-3-87	33·00
			Belgaum to Miraj . . 22-12-87	85·01
			Miraj to Koregaon . . 2-5-87	76·00
			Koregaon to Ghorpuri . 18-11-86	83·07
			Ghorpuri to Poona . 4-10-90	0·91
				277·99
	Carried over .	1,042·04	Carried over .	1,042·04

D—*continued.*

progress on the 31st March 1896.

WORKED BY COMPANIES. Metre gauge.

Details of construction.						REMARKS.
The permanent-way is of the ordinary state railway metre-gauge type, except for the portion from the Portuguese frontier to Castle rock which is laid with 62lb. rails. The line is only partially fenced.						The line from Hotgi *vid* Bijápur and Bágalkot to Gadag was commenced as a famine relief work in April 1879. Work on this, and on the Bellary-Hubli section, was again started by Government in November 1881; but from the 1st October 1882 the system was made over to the Southern Mahratta Railway Company.
The following are the large girder bridges:						The Bellary branch of the Madras railway from Bellary to Guntakal was made over to the Southern Mahratta Railway Company on the 1st February 1887, and was converted from standard to metre gauge on the 16th May 1887.
Main line—	Spans.		Feet.			The Bellary-Kistna railway was sanctioned for construction on the 26th September 1883. It was made over to the Southern Mahratta Railway Company on the 1st January 1888.
Hagari	34	of	64			
Tungbhadra	38	,,	60			
Burra Nalla	10	,,	60			
Banni Nalla	9	,,	60			
Kondia	9	,,	60			
Dorapillay	1	,,	40			
	1	,,	100			
	1	,,	20			
Doratangi	3	,,	100			
Dorabhani	2	,,	150			
	1	,,	250			
	1	,,	66½			
Budicherla	6	,,	66½			
Gundlacama	11	,,	60			
Mile 205	8	,,	40			
Colair	8	,,	40			
Harihar branch—						
Wardha	9	,,	60			
Tungbhadra	16	,,	60			
Bijápur branch—						
Bhima	14	,,	150			
Gunki	8	,,	40			
Don	7	,,	100			
Kistna	21	,,	150			
Malprabha	12	,,	100			
Poona branch—						
Nira	12	,,	50			
Yerla	10	,,	60			
Kistna	14	,,	150			
Jagnoor	11	,,	30			
Ghatprabha	45	,,	40			
Márkándyae	5	,,	60			
Malprabha	1	,,	100			
	3	,,	40			
	5	,,	20			
Main line—						
The following are the tunnels on this line:						
Bear's rock	471 feet.					
Castle rock	1,242 ,,					
Nulla-Mulla hills	1,569 ,,					
The Ghát incline for 3·50 miles from the Portuguese frontier has been constructed for a double line up to formation level.						
The maximum gradient on the Ghát incline is 1 in 40 and on the rest of the line 1 in 100.						
On the Bellary-Kistna section, which is now included in the Southern Mahratta railway, main line, the ruling gradient is 1 in 100. A tunnel, 523 yards in length, occurs at the Nulla-Mulla hills, the pass through which is 20 miles long and comprises several heavy works. The rest of the line presents no difficulty.						

APPENDIX

Railways constructed and in

Metre gauge. STATE LINES WORKED

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.	
		Miles.		Miles.
XLVII	Southern Mahratta—*concld.*			
	Brought forward .	1,042·04	Brought forward .	1,042·04
	TOTAL .	1,042·04	TOTAL OPEN MILEAGE .	1,042·04
XLVIII	Guntakal-Mysore frontier—			
	Guntakal (234·25 miles from Portuguese frontier on the Southern Mahratta railway) to Mysore frontier . .	119·50	Guntakal to Dharmavaram—	
			For goods traffic . . 1-3-92 } 62·95	
			For passenger traffic . 1-6-92 }	
			Dharmavaram to Hindúpur . 23-4-93	49·28
			Hindúpur to Mysore frontier 17-9-93	7·27
			TOTAL OPEN MILEAGE .	119·50
XLIX	Southern Mahratta (Mysore section)—			
	Mysore *vid* Bangalore to Gubbi .	139·75	Mysore to Mandya . . 25-2-82	27·75
	Gubbi to Harihar . . .	156·25	Mandya to Channapatna . 20-3-81	23·25
			Channapatna to Bangalore . 1-2-81	34·75
			Bangalore to Tumkur . . 11-8-84	43·00
			Tumkur to Gubbi . . 26-12-84	11·00
			Gubbi to Birur . . 12-8-89	76·57
			Birur to Harihar . . 21-2-89	79·68
	TOTAL .	296·00	TOTAL OPEN MILEAGE .	296·00

D—*continued.*

progress on the 31st March 1896.

BY COMPANIES.

Metre gauge.

Details of construction.

The lengths and situation of gradients up to 1 in 100 and of curves under a radius of 1,000 feet are as under:

Section of line.	Length of gradients.		Curves under a radius of 1,000 feet.	
	1/0 and less.	1/1 to 1/80	Length.	Radii.
Main line—	Miles.	Miles.	Miles.	
Between miles 0 and 3	2·96	...	...	...
,, ,, 3½ and 508½	...	132·6	...	...
,, ,, 0 and 5	...	...	2·11	800 feet.
,, ,, 234 and 483	...	...	11·98	Varying from 603 feet 955 feet.
Poona branch—				
Between miles 1 and 270½	...	108·73	...	...
,, ,, 214½ and 215½	...	...	0·17	955 feet.
,, ,, 210 and 277½	...	...	10·06	Varying from 600 feet to 907 feet.
Harihar branch—				
Between miles 0 and 80	...	23·08	...	...
Bijápur branch—				
Between miles 0 and 165½	...	53·74	...	...

On the Guntakal-Dharmavaram section, the permanent-way consists of 41½lb. flat-footed steel rails, laid on steel transverse sleepers of the pea-pod pattern. The line is unfenced, except at stations. The ruling gradient is 1 in 100. The country traversed is moderately easy; but the waterways are considerable and include the following principal bridges:

	Spans.		Feet.
Pennér	11	of	150
Thada Kalairu	8	,,	64
Penna Mairu	14	,,	64

On the line from Dharmavaram to Hindúpur earthwork is heavy on the Penukonda section, but the bridges are unimportant. The permanent-way is of the same description as on the Guntakal-Dharmavaram section. The lengths and situation of gradients up to 1 in 100 and of curves under a radius of 1,000 feet are as under:

Section of line.	Length of gradients.		Curves under a radius of 1,000 feet.	
	1/0 & less.	1/1 to 1/80.	Length.	Radii.
Guntakal to Mysore frontier—	Miles.	Miles.	Miles.	
Between miles 4 and 112¾	...	26·50	...	
,, 63 ,, ,,	...	...	0·07	600 feet.

No works of special engineering difficulty occur on the Mysore section.

The line has been laid for a single track with rails 41½lb. to the yard, spiked to wooden sleepers partly of creosoted pine and partly of teak, the width of formation being 14 feet on the Gubbi-Mysore section and 16 feet on the Harihar-Gubbi section.

The sleepers on the Bangalore-Tumkur section are of creosoted pine, which is being gradually replaced by Mysore teak.

The lengths and situation of gradients up to 1 in 100 and of curves under a radius of 1,000 feet. are as under:

Section of Line.	Length of gradients.			Curves under a radius of 1,000 ft.	
	1/0 & less	1/1 to 1/80	1/81 to 1/100	Length.	Radii.
Harihar to Mysore—	Miles.	Miles.	Miles.	Miles.	
Between miles 0 and 295	...	...	120·52	...	
,, ,, 210 and 296	...	45·41	...	...	
,, ,, 210½ and 293½	...	...	...	5·02	Varying from 600 feet to 990 feet.

Remarks.

The length between Dharmavaram and Guntakal was sanctioned in June 1889, and work was commenced almost immediately. The construction of the line was carried out principally by Government Engineers under the direction of the Chief Engineer of the South Indian Railway Company. The working was made over to the Southern Mahratta Railway Company on the 1st January 1893.

The extension to Hindúpur was sanctioned on the 26th January 1891: this, together with the length from Guntakal to Dharmavaram, comprises the project originally known as the Hindúpur extension. In August 1891, 7·27 miles to the Mysore frontier were sanctioned. The working of the section from Dharmavaram to Hindúpur was taken over by the Southern Mahratta Railway Company on the 23rd April 1893.

The section between Hindúpur and the Mysore frontier was taken over on the 23rd April 1893 and completed by the Southern Mahratta railway and opened for public traffic on the 17th September 1893.

The line is worked by the Southern Mahratta railway on the same percentage of its gross earnings as obtains on the company's whole system for the time being.

The dates of orders for survey and construction of the Mysore railway are as follow:

Date for survey.	*Dates for construction*
1st April 1870.	Mysore line, 20th September 1877.
	Tumkur line, 6th October 1882.
	Tumkur to Gubbi, 18th January 1884.

Earthwork between Bangalore and Channapatna was commenced for relief purposes during the famine of 1877-78.

The transfer of the Mysore railway to the Southern Mahratta Railway Company was effected on the 1st July 1886. The terms of working will be found in Appendix L to Part II of the Railway Administration Report for 1887-88.

APPENDIX

Railways constructed and in

Metre gauge. STATE LINES WORKED

No.	Name of line and mileage sanctioned.		Total mileage.	Date of opening for public traffic.		
		Miles.	Miles.			Miles.
L	**South Indian—**					
	MADRAS-TUTICORIN SECTION—			MADRAS-TUTICORIN SECTION—		
	Main line—			*Main line—*		
	Madras (Park) to Tuticorin .	443·99		Madras (Park) to Tindivanam . . .	1-9-76	75·94
				Tindivanam to Cuddalore .	1-1-77	52·00
				Cuddalore to Porto Novo .	1-7-77	17·14
				Porto Novo to Chidambaram	1-10-78	6·72
				Chidambaram to Coleroon .	1-7-79	4·60
				Coleroon to Shiyali . .	1-1-78	6·01
				Shiyali to Máyavaram .	1-1-77	12·20
				Máyavaram to Tanjore .	15-2-77	43·75
				Tanjore to Trichinopoly junction . . .	11-3-62	31·04
				Trichinopoly junction to Madura . . .	1-9-75	95·94
				Madura to Tuticorin . .	1-1-76	98·65
						443·99
	Branches—			*Branches—*		
	Madras (Park) to Beach .	1·74		Madras (Park) to Beach .	1-1-79	1·74
	Chingleput (35·25 miles from Madras) to Arkonam (42·50 miles from Madras on the Madras railway) (*Arkonam branch*)	39·18		*Arkonam branch—*		
				Chingleput to Wálajábád .	1-8-80	13·64
				Wálajábád to Conjeeveram	1-1-81	7·92
				Conjeeveram to Arkonam .	8-5-65	17·62
						39·18
	Villupuram (99 miles from Madras) to the Gingee river to connect with the Pondicherry railway (*Pondicherry branch*) .	16·26		*Pondicherry branch—*		
				Villupuram to Gingee river, inclusive of bridge of 7 spans of 150 feet over the Gingee river . . .	16-12-79	16·26
	Tanjore (218·36 miles from Madras) to Negapatam (*Negapatam branch*)	48·23		*Negapatam branch—*		
				Tanjore to Tiruvallúr .	2-12-61	33·68
				Tiruvallúr to Negapatam .	15-7-61	14·55
						48·23
	Trichinopoly (249·40 miles from Madras) to Erode junction (243 miles from Madras on the Madras railway, south-west line) (*Erode branch*) . . .	87·18		*Erode branch—*		
				Trichinopoly junction to fort	11-3-62	2·54
				Trichinopoly fort to Karúr	3-12-66	44·58
				Karúr to Kodumudi . .	1-7-67	16·70
				Kodumudi to Erode . .	1-1-68	23·36
						87·18
	Maniyáchi (425·50 miles from Madras) to Tinnevelly (*Tinnevelly branch*) . . .	18·10		*Tinnevelly branch—*		
				Maniyáchi to Tinnevelly .	1-1-76	18·10
		210·69	654·68	*Total Madras-Tuticorin section* . . .		654·68
	Carried over . .		654·68	Carried over		654·68

D—*continued.*

progress on the 31st March 1896.

BY COMPANIES.

Metre gauge

Details of construction.	REMARKS.
Earthwork and bridges are for a single way only, except from Negapatam to Trichinopoly where the foundations and superstructure of bridges have been built for a double way. On the old line between Negapatam and Erode the rails, weighing 68lb. to the yard, are laid partly on iron pots and partly on wooden sleepers. About 10·69 miles of the Negapatam branch have been renewed with 50lb. bull-headed rails on cast-iron pot sleepers; and on the Arkonam-Conjeeveram line, 18·13 miles in length, the rails, weighing 35½lb. to the yard, have also been renewed with 50lb. bull-headed rails. The remainder of the system, which was laid with 40·3lb. iron and 41½lb. steel rails on creosoted pine sleepers, is being gradually renewed with 50 lb. bull-headed rails on cast-iron pot sleepers, 428·59 miles having been laid on the main line up to the 31st March 1896. There are 2·66 miles of 40lb. rails laid on pot sleepers. The Madras-Tuticorin section is wholly fenced.	The line from Negapatam to Erode was commenced in May 1859 by the late Great Southern India Railway Company, and was completed on the standard gauge. It was converted to metre gauge in sections as follows: Negapatam to Trichinopoly, June and July 1875; Trichinopoly to Karúr, July 1879; Karúr to Erode, December 1879. The line from Arkonam to Little *Conjeeveram* was commenced on the 11th March 1864 by the Indian Tramway Company under the subsidy system, and was completed on the 3′ 6″ gauge. A 3 per cent. guarantee accorded on the 1st January 1868 was subsequently included in the contract entered into with the late Carnatic Railway Company for the extension to Cuddalore. The line was converted to the metre gauge in July 1878. On the 1st July 1874, the above two undertakings were amalgamated under the title of the South Indian Railway Company, and the whole system is now on the metre gauge. The estimates for the extensions from Trichinopoly to Tinnevelly and Tuticorin were sanctioned on the 2nd March 1872, and those for the sections from Madras to Cuddalore and Cuddalore to Tanjore on the 25th February 1873 and the 12th June 1874, respectively. Since the opening of the line throughout between Madras and Tuticorin, this has become the main line with branches to Arkonam, Pondicherry, Negapatam, Erode, and Tinnevelly. The estimate for the connecting link between Chingleput and Conjeeveram—the earthwork of which was completed by famine labour—was sanctioned in November 1879. The estimate for the Villupuram-Gingee river section was sanctioned in May 1879. Six of the seven girders on the Gingee bridge of 150-feet span were washed into the bed of the river by the floods of December 1884. The brickwork was uninjured and the bridge was reopened for traffic in September 1886.

APPENDIX

Railways constructed and in

Metre gauge. STATE LINES WORKED

No.	Name of line and mileage sanctioned.	Miles.	Total mileage.	Date of opening for public traffic.	Miles.
L	South Indian—*concld.*				
	Brought forward		654·68	Brought forward	654·68
	VILLUPURAM-DHARMAVARAM SECTION—			VILLUPURAM-DHARMAVARAM SECTION—	
	Main line—			*Main line*—	
	Villupuram (99 miles from Madras on the South Indian railway) to Dharmavaram (378·23 miles from Madras on the South Indian railway)	279·23		Villupuram to Tiruvannámalai 17-11-90	41·80
				Tiruvannámalai to Pákala 18-3-91	96·55
				Pákala to Váyalpád 1-1-92	46·69
				Váyalpád to Dharmavaram—	
				For goods traffic 1-3-92 }	94·19
				For passenger traffic 20-3-92 }	
					279·23
	Branch—			*Nellore branch*—	
	Pákala to Nellore (*Nellore branch*)	107·68		Pákala to Tirupati 18-3-91	25·06
				Tirupati to Nellore 15-9-87	82·62
					107·68
				Total Villupuram-Dharmavaram section	386·91
	TOTAL		1,041·59	TOTAL OPEN MILEAGE	1,041·59
LI	Máyavaram-Mutupet—				
	Máyavaram (174·61 miles from Madras on the South Indian railway) to Mutupet		53·99	Máyavaram to Mutupet 2-4-94	53·99

D—*continued.*

progress on the 31st March 1896.

BY COMPANIES. **Metre gauge.**

Details of construction.	REMARKS.
On the Villupuram-Dharmavaram section the ruling gradient is 1 in 100. The country traversed is moderately easy; but the water-ways are considerable and include bridges over the Cheyár Palar and Chitrávati rivers.	This line is required for famine protection purposes of certain districts which suffered severely in 1876-78.
The rails are of steel, flat-footed, 41¼lb. to the yard (except for 26·75 miles south of the Chitrávati, which has been laid with 40lb. second-hand iron rails), laid on steel transverse sleepers of the pea-pod pattern. Second-hand rails are being laid in sidings.	The construction of the Nellore branch from Tirupati to Nellore was sanctioned on the 15th November 1883; but for want of funds the work was suspended in May 1885 and was not resumed *until* November 1885. The portion of the line from Villupuram to Dharmavaram and Tirupati was sanctioned in November 1888, and work was commenced in January 1889.
The Madras railway is crossed by an overbridge 1·50 miles to the west of Katpadi station, where extensive junction arrangements were completed during 1891-92.	On the 1st January 1891 the South Indian railway was purchased by the Secretary of State and handed over, together with the Villupuram-Guntakal state railway, to a new company called the "South Indian Railway Company, Limited"—the whole now forming the South Indian railway system. The Dharmavaram-Guntakal section of the latter railway was made over for working to the Southern Mahratta Railway Company on the 1st January 1893 and now forms a part of the Guntakal-Mysore frontier railway.
On the Nellore branch the ruling gradient is 1 in 100. Although the country is comparatively flat, the crossing of the drainage, as it approaches the sea, has necessitated high banks and a large allowance of water-way.	
The Madras railway is crossed by an overbridge near Rénigunta, where a large station has been built. The rails are of steel, flat-flooted, 41¼lb. to the yard, laid partly on Denham-Olphert's sleepers, and partly on wrought-steel trough or pea-pod sleepers.	
The largest bridge is one of 7 spans of 100 feet over the Rallayeroo river near Rénigunta.	
The situation and lengths of gradients up to 1 in 100, and of curves under a radius of 1,000 feet, are as under:	The South Indian Railway Company works, under agreement, the portion (7·80 miles) of the Pondicherry branch lying within French territory and known as the Pondicherry railway. The terms of working to be found in Appendix Q to Part II of the Railway Administration Report for 1890-91 have been renewed,—*vide* Appendix Z to Part II of the Railway Administration Report for 1894-95.

SECTION OF LINE.	Lengths of gradients (1 in 181).	Length of curves under a radius of 1,000 feet.
	Miles.	Miles.
MAIN LINE—		
Between 282·68 and 289·66 miles from Madras	2·27	...
„ 314·97 „ 321·57 „ „	3·58	...
ARKONAM BRANCH—		
Between 56·90 and 57·10 miles from Madras	...	0·20
„ 73·59 „ 74·15 „ „	...	0·54
ERODE BRANCH—		
Between 300·31 and 306·88 „ „	1·73	...
„ 323·69 „ 331·27 „ „	1·84	...
VILLUPURAM-DHARMAVARAM SECTION—		
Between 121·36 and 125·99 miles from Madras	1·15	...
„ 134·66 „ 145·91 „ „	2·33	...
„ 162·24 „ 369·84 „ „	88·94	...
„ 198·49 „ 198·79 „ „	...	0·30
PÁKALA BRANCH—		
Between 238·16 and 274·34 miles from Madras	14·12	...
„ 288·96 „ 310·98 „ „	1·43	...

The line traverses an easy country, the ruling gradient being 1 in 200. It crosses the Cauvery irrigation system in the Tanjore delta and is consequently costly in bridges and culverts. The line is laid on pynkado transverse sleepers with second-hand 40lb. flat-footed iron and 41¼lb. steel rails taken out of the South Indian railway main line There are no gradients so steep as 1 in 100, or curves under a radius of 1,000 feet.	The funds for this line are provided in nearly equal portions by the Tanjore District Board from a special cess and by the Madras Government from provincial funds.
	The railway crosses the Negapatam branch of the South Indian railway at Tiruvallúr.
	The construction of the Tiruvallúr-Mutupet section was sanctioned in June 1890, and the Máyavaram-Tiruvallúr section in August 1891. The work was commenced immediately by the South Indian Railway Company under their Additional Powers Act, 1888.
	The survey of an extension from Mutupet to Adirámpatnam was sanctioned in November 1890 and completed in January 1892; but the construction of this extension has been deferred for the present.

APPENDIX

Railways constructed and in

Metre gauge. STATE LINES

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
	Miles.	Miles.	Miles.
LII	**Assam-Bengal—**		
	Main line—		*Main line—*
	Chittagong to Makum . 577·73 Chittagong to Chittagong Port 1·87 579·60		Chittagong to Feni . . 1-7-95 56·90 Feni to Comilla— For goods traffic . . 1-7-95 For passenger traffic . 15-9-95 39·10 Chittagong to Chittagong Port— For goods traffic . . 3-11-95 1·87 Comilla to Akhaura— For goods traffic . . 1-1-96 For passenger traffic . 1-2-96 29·41 127·28
	Branches—		*Branch—*
	Láksám to Chandpur . . . 31·62 Badarpur to Silchar . . . 18·62 Lumding to Gauháti . . . 112·36	742·20	Laksam to Chandpur— For goods traffic . . 1-7-95 For passenger traffic . 15-9-95 31·62
			TOTAL OPEN MILEAGE . 158·90
	TOTAL STATE LINES WORKED BY COMPANIES (METRE GAUGE)	6,469·69	5,390·70

D—*continued.*

progress on the 31st March 1896.

WORKED BY COMPANIES. Metre gauge.

Details of construction.	REMARKS.
On section I, which includes the main line from Chittagong to Badarpur with branches from Chittagong station to the Port, Laksám to Chandpur and from Badarpur to Silchar, the country is mostly low-lying, necessitating long continuous embankments. North of Comilla it crosses four ranges of low hills, covered with dense jungle. The important bridges are those crossing the Feni, the Mohari and the Gumti rivers. Section II, which comprises the hill section of the main line between Badarpur and Lumding, runs through very difficult country, a grade of 1 in 70 being freely used, except at the head of the Jatinga valley where a grade of 1 in 40 has been adopted, causing a saving of about 4 miles. There are many tunnels and high viaducts. The bridge over the Barak river at Badarpur is designed for 1 span of 276 feet, 1 span of 250 feet and 1 span of 224 feet and 2 land spans of 60 feet, with two arches of 16 feet each. Section III, which includes the main line from Lumding to Makum junction and the branch from Lumding to Gauhati, passes partly through flat country requiring long lengths of embankment, and partly through low hills covered with dense jungle. The principal bridges on this section are those crossing the Kopili and the Deking. The line, where already laid, is for a single track with 50 lb. rails on sál and pynkado sleepers, and this will be done on the rest of the line. On sections I and III there are no gradients of less than 1 in 100, or curves under a radius of 1,000 feet. On section II the following are particulars regarding gradients up to 1 in 100 and of curves under a radius of 1,000 feet:	The branch from Gauhati to Lumding and the portion of the main line from Lumding to Dimapur were sanctioned in May 1891. Work was commenced in November 1891 and was carried on till October 1892, when the line was taken over by the Assam-Bengal Railway Company. On section I the earthwork on the main line and Chandpur branch is complete and platelaying nearly complete. The earthwork on the Silchar branch is well advanced. The bridging on the main line is nearly complete and well advanced on the Silchar branch. Sufficient rolling-stock to meet the requirements of the line either has been erected, or is in course of erection. On Section II, the realignment has practically been completed. Arrangements for tunnelling the section throughout are under consideration, and the work is sure to progress well. Earthwork on the lower 28 miles is well advanced, and bridging for 14 miles. Beyond this and up to the Jatinga saddle, good progress has been made with banks and cuttings. Some progress has also been made on the first 15 miles south of Lumding. On section III, the earthwork and bridging on two divisions of the Gauhati branch is practically complete, and well advanced on a third. Plate-laying has been completed for 46·5 miles from Gauhati. Earthwork has also been started on the portion between Lumding and Dimapur. On a part of the 16th and 17th divisions lying northwards from Dimapur, earthworth is fairly well advanced. The erection of rolling-stock at Gauhati is also well in hand.

SECTION OF LINE.	LENGTH OF GRADIENTS.			CURVES UNDER A RADIUS OF 1,000 FEET.	
	1/50 and less.	1/51 to 1/80	1/81 to 1/100	Length.	Radii.
	Miles.	Miles.	Miles.	Miles.	Feet.
8th Division	...	2·72	6·99	4·28	Varying from 573 feet to 955 feet.
9th "	9·66	3·07	1·60	11·17	
10th "	...	11·88	3·69	10·04	
11th "	...	10·16	4·01	9·31	

APPENDIX

Railways constructed and in

Metre gauge. STATE LINES WORKED

No.	Name of line and mileage sanctioned.		Total mileage.	Date of opening for public traffic.		
LIII	**Eastern Bengal (state)—**	Miles.	Miles.			Miles.
	NORTHERN SECTION—			NORTHERN SECTION—		
	Main line—			*Main line—*		
	Sára ghát to Párbatipur junction	111·25		Sára to Atrai	19-1-78	38·75
	Párbatipur junction to Siliguri	84·75		Atrai to Jalpáiguri	28-8-77	134·25
		196·00		Jalpáiguri to Siliguri—		
				For goods traffic	10-6-78	23·00
				For general traffic	1-11-78	
						196·00
				Rungpore branch—		
	Branches—			Párbatipur junction to Shámpur	19-5-78	15·25
	Párbatipur junction to Kaunia on the right bank of the Teesta (*Rungpore branch*)	34·00		Shámpur to Rungpore	2-7-78	7·50
				Rungpore to Kaunia	1-6-79	11·25
						34·00
	Párbatipur to Dinagepore (*Dinagepore branch*)	17·75		*Dinagepore branch—*		
				Párbatipur to Chirir bandar	1-7-83	9·00
				Chirir bandar to Dinagepore	16-5-84	8·75
						17·75
	2′ 6″ GAUGE.			2′ 6″ GAUGE.		
	Kaunia-Dharlla branch—			*Kaunia-Dharlla branch—*		
	Teesta junction to Jatrapur	23·25		Teesta junction to Dharlla	18-7-81	18·50
	Teesta junction to Mogalhát	13·78		Teesta junction to Mogalhát	6-2-82	13·78
				Dharlla to Jatrapur	1-7-84	4·75
		37·03				37·03
		88·78	284·78	*Total northern section*		284·78
	DACCA SECTION—			DACCA SECTION—		
	Náráyanganj ghát to Mymensingh		85·92	Náráyanganj ghát to Dacca	4-1-85	10·25
				Dacca to Jaydebpúr—		
				For goods traffic	1-8-85	19·65
				For passenger traffic	12-12-85	
				Jaydebpúr to Gáfargáon—		
				For goods traffic	1-8-85	32·50
				For passenger traffic	18-2-86	
				Gáfargáon to Mymensingh—		
				For goods traffic	1-8-85	23·52
				For passenger traffic	29-8-85	
				Total Dacca section		85·92
	BEHAR SECTION—			BEHAR SECTION—		
	Main line—			*Main line—*		
	Manihári to Katihár	15·50		Manihári to Katihár	1-4-87	15·50
	Katihár to Ráyganj	37·49		Katihár to Ráyganj	1-7-89	37·49
	Ráyganj to Dinagepore	32·68		Ráyganj to Dinagepore	15-2-88	32·68
		85·67				85·67
	Branches—					
	Kosi branch—			*Kosi branch—*		
	Katihár to Kasba	22·10		Katihár to Kasba	1-4-87	22·10
	Kasba to Arariyá	21·71		Kasba to Forbesganj	1-7-89	36·81
	Arariyá to Forbesganj	15·10		Forbesganj to Ancharághát	1-1-91	14·00
	Forbesganj to Debiganj	7·69				
	Debiganj to Ancharághát	6·31				72·91
		72·91				
	Carried over	72·91 85·67	370·70	Carried over		370·70 158·58

D—*continued.*

progress on the 31st March 1896.

BY THE STATE. Metre gauge

Details of construction.	REMARKS.
	Dates of orders for survey.
Rails, iron, 40 lb. to the yard, and steel, 41¼ lb. to the yard, and sleepers of creosoted pine, sâl, red gum and iron-wood and of wrought and cast-iron, have been used. The bridging and embankments are heavy on the lower section. Iron rails, 40 lb. to the yard, are being replaced by steel rails, 50 lb. to the yard, from Sára northwards: 122·63 miles of the 50 lb. rails are now laid. Wooden sleepers are also being renewed with steel transverse sleepers. The whole of the Northern section is fenced.	Trial survey on the 20th January 1870. Final survey of main line on the 7th November 1871. Rungpore branch on the 23rd March 1872. Extension to banks of the Teesta and on to Dhubri, 20th November 1875. Extension to Siliguri, 1875-76. *Date of orders for construction.* Main line, 12th February 1874. The railway to Darjeeling starts from the Siliguri terminus, which is about seven miles from the foot of the Darjeeling hills.
The Kaunia-Dharlla branch has been laid without ballast. The rails are steel, weighing 25 lb. and 30 lb. to the yard, laid on sâl sleepers.	The Kaunia-Dharlla branch was constructed by the Bengal Government out of provincial revenues. Steam ferries over the Teesta and Dharlla, and between Jatrápur on the Brahmaputra and Dhubri, are worked in connection with the trains.
The Dacca section is laid with permanent-way material of the ordinary metre gauge type, the rails being of steel, 41¼ lb. to the yard, on sâl, creosoted pine, asna and pynkado sleepers. The work on the northern half of the line is heavy, but gradients are easy. The line is unfenced, except at stations.	The construction of the line was sanctioned on the 11th August 1882. The original project included a branch from Dacca to Aircha, opposite Goalundo, 43 miles long, which has since been abandoned. The Dacca section is connected with the Eastern section by a ferry worked by the India General Steam Navigation Company between Goalundo and Náráyanganj ghât.
The Behar section consists of a single track laid with 40 lb. iron and 41¼ lb. steel rails on sâl, asna, teak and iron-wood sleepers; in a few places Denham-Olphert's sleepers are used. As a rule the works are heavy and bridging very considerable, owing to the flooded country through which the line passes. The line is nearly all fenced.	The line from Manihári through Káthihar junction to Dinagepore connects the East Indian railway at Sahebgunge with the Bengal system of railways at Dinagepore, a ferry being worked by the East Indian railway across the Ganges between Manihári and Sahebgunge. A branch line runs northwards from Katihár junction through Purnea and Kasba to Ancharághât on the Kosi, opposite Khanwa ghât on the Kosi extension of the Tirhoot railway. The Behar section of the Eastern Bengal (state) railway is connected with the terminal station on the Tirhoot railway by a ferry across the Kosi river.

APPENDIX

Railways constructed and in

Metre gauge. STATE LINES WORKED

No.	Name of line and mileage sanctioned.	Miles.	Total mileage.	Date of opening for public traffic.	Miles.
LIII	**Eastern Bengal (state)**—*concld.*				
	Brought forward	72·91 85·67	370·70	Brought forward	370·70 / 158·58
	BEHAR SECTION—*concld.*			*Bárson-Kissengunge branch*—	
	Bárson-Kissengunge branch—			Bárson to Kissengunge—	
	Bárson to Kissengunge	35·15		For goods traffic . 15-12-92 } 35·15	
		108·06		For passenger traffic . 10-12-93 }	
			193·73	*Total Behar section*	193·73
				TOTAL OPEN MILEAGE (NARROW GAUGE SECTIONS)	564·43
	TOTAL		564·43		
LIV	Burma (state)—				
	Irrawaddy line—			*Irrawaddy line*—	
	Rangoon to Prome		161·00	Rangoon to Prome . 2-5-77	161·00
	Sittang line—			*Sittang line*—	
	Rangoon to Toungoo		166·00	Rangoon to Pegu—	
				For goods traffic . 4-2-84 } 46·25	
				For passenger traffic . 26-2-84 }	
				Pegu to Pyuntaza—	
				For goods traffic . 4-2-84 } 41·75	
				For passenger traffic . 10-7-84 }	
				Pyuntaza to Nyaunglebin—	
				For goods traffic . 4-2-84 } 5·00	
				For passenger traffic . 1-8-84 }	
				Nyaunglebin to Toungoo . 1-7-85	73·00
				Total Sittang line	166·00
	Suburban lines		9·00	*Suburban lines*—	
				For goods traffic . 1-3-80 } 6·00 / 15-7-90 } 3·00	
				Total Suburban lines	9·00
	Mandalay line—			*Mandalay line*—	
	Main line—			*Main line*—	
	Toungoo (166 miles from Rangoon on the Sittang line) to Mandalay	220·00		Toungoo to Thawutti—	
				For goods traffic . 1-5-88 } 44·00	
				For passenger traffic . 11-7-88 }	
				Thawutti to Pyinmana—	
				For goods traffic . 1-5-88 } 15·00	
				For passenger traffic . 26-9-88 }	
				Pyinmana to Yaméthin—	
				For goods traffic . 15-11-88 } 49·00	
				For passenger traffic . 1-3-89 }	
				Yaméthin to Mandalay . 1-3-89	112·00
	Carried over	220·00	336·00	Carried over	336·00 / 220·00

D—*continued.*

progress on the 31st March 1896.

BY THE STATE. Metre gauge.

Details of construction.	REMARKS.
Four miles of the Bársoi-Kissengunge branch have been laid with second-hand steel rails, 41¼ lb. to the yard, and the rest with second-hand iron rails, 40 lb. to the yard, obtained from relaying on the Northern section. Sleepers used are of sál, excepting a few of Burma wood. There are no important works on this extension, except two bridges, one of 6 spans of 40 feet and the other of 5 spans of 40 feet at miles 180k. and 183k., respectively.	Survey for the extension from Bársoi to Kissengunge was ordered in October 1890. Trial surveys were made in April 1891, and orders for construction were given in June 1891. Final survey was made in June 1891, and work was started in September 1891.
A length of 0·07 mile, which is situated at mile 1 on the Kaunia-Dharlla section, is on the grade of $\frac{1}{33}$ to $\frac{1}{100}$. There are no grades steeper than this. Curves under a radius of 1,000 feet also occur on this section. Their radii vary from 425 to 955 feet and the aggregate length is 6,705 feet, of which 6,580 feet or 1·25 miles are on the line to Kurigram and 125 feet at mile 3 on the line to Jatrapur.	On the 1st April 1887 the Northern Bengal, the Kaunia-Dharlla, the Dacca and the Assam Behar railways were amalgamated with the Eastern Bengal and the Calcutta and South-Eastern railways, and these lines are now worked as one combined system. The Eastern Bengal (state) railway was re-transferred from Provincial to Imperial control with effect from the 1st April 1892.
The Irrawaddy line is laid with steel rails, 50 lb. to the yard, for a double track from Rangoon to Insein (9 miles), the remaining 152 miles being laid for a single track with 50 lb. steel rails for 82 miles, 41¼ lb. steel for 29 miles and 40 lb. iron for 41 miles. The bridging is heavy owing to the severe floods from the Irrawaddy river. The other works are light, as the country traversed is flat and low. The Sittang line is laid with steel rails, 50 lb. to the yard, from near Togyoungalé to Pegu (35 miles), the remaining 131 miles being laid with rails, 41¼ lb. to the yard, on pynkado sleepers. The country traversed is similar to that through which the Irrawaddy line passes, except that there are about 50 miles of forest land on the Sittang line against about 27 miles on the Irrawaddy line. The bridging is also much heavier, there being on the Sittang line 15,730 lineal feet of waterway provided against 8,165 lineal feet on the Irrawaddy line. The permanent-way on the Mandalay line consists of 50 lb. flat-footed steel rails, with deep web fish-plates of Bessemer steel The ballast on the first 50 miles is chiefly burnt clay or laterite; on the remainder of the line it is either shingle or broken stone.	The dates of orders for survey and construction are as follows: *Dates for survey.* — *Dates for construction.* Rangoon to Prome 16-10-69 — 25-9-74 Rangoon to Toungoo 17-8-74 — 23-5-81
Bridges— Spans. Feet. Swa river . . . . . 3 of 100; 1 „ 40 Nagalike . . . . . 3 „ 100; 2 „ 40 Sinthe . . . . . 4 „ 100 Pyawbwè . . . . . 4 „ 100 Samôn . . . . . 1 „ 150; 2 „ 40 Panloung . . . . . 5 „ 60 Myitngè . . . . . 4 „ 150; 2 „ 40 There are several other bridges with water-ways up to 200 lineal feet. All girder bridges are provided with floors and hand rails for military purposes. There are no great engineering difficulties, but much of the line passes through thick jungle. The line from Prome to Maudalay is fenced.	The orders for the survey were issued in March *1886.* The construction of the line was sanctioned in October 1886, and work began on the first 60 miles from Toungoo in November 1886; on 40 miles from Mandalay southwards in January 1887; on the section from mile 60 (from Toungoo) to mile 108, in April 1887; and on the remaining section from mile 108 to mile 180, in June 1887.

APPENDIX

Railways constructed and in

Metre gauge. STATE LINES WORKED

No.	Name of line and mileage sanctioned.	Miles.	Total mileage.	Date of opening for public traffic.	Miles.
LIV	Burma (state)—*concld.*				
	Brought forward .	220·00	336·00	Brought forward .	336·00
	Branches—				220·00
	Meiktila road to Meiktila Cantonment (*Meiktila branch*)	12·89		*Branches*—	
				Meiktila branch—	
				Meiktila road to Meiktila Cantonment . . 10-5-93	12·89
				Mandalay shore branch—	
	Mandalay to Mandalay shore (*Mandalay shore branch*) .	2·50		Mandalay to Mandalay shore—	
		15·39		For goods traffic . April 1889	2·50
			235·39	*Total Mandalay line* .	235·39
	Mu Valley line—			*Mu Valley line*—	
	Main line—			*Main line*—	
	Sagaing (on the right bank of the Irrawaddy) to Myitkyina .	331·37		Sagaing to Shwebo . 1-7-91	53·05
				Shwebo to Wuntho—	
				For goods traffic . . 4-4-92	99·46
				For passenger traffic . 15-3-93	
				Wuntho to Nankan . 1-11-94	15·19
				Nankan to Mohnyin .21-10-95	74·62
	Branches—			Mohnyin to Mogaung—	
	Myohaung [3 miles south of Mandalay station on the Mandalay line of the Burma (state) railway] to the left bank of the Irrawaddy opposite Sagaing (*Myohaung branch*) .	6·00		For goods traffic . 1-3-96	52·05
				Branches—	
				Myohaung branch—	
				Myohaung to Amarapura shore—	
				For goods traffic . .22-11-91	6·00
				For passenger traffic . 22-2-92	
	Nahakaung on the main line to Katha on the right bank of the Irrawaddy (*Katha branch*) .	14·40		*Katha branch*—	
				Nahakaung to Katha . 2-10-95	14·40
			351·77	*Total Mu Valley line* .	351·77
				DOUBLE—	
				Irrawaddy line—	
				Rangoon to Kemmendine 30-10-89	3·50
				Kemmendine to Insein 10-1-90	5·50
					9·00
	TOTAL .		923·16	TOTAL OPEN MILEAGE .	886·16
LV	**Cawnpore-Burhwál (Rámnagar) (metre-gauge link)**—				
	Cawnpore (point of junction with the Cawnpore-Achnera section of the Rajputana-Malwa railway) *vid* Lucknow to Burhwál (point of junction with the Bahramghat branch of the Oudh and Rohilkhand (state) railway)		(*a*) 79·40		
	Carried over .		79·40		

(*a*) Excluding 3·66 miles of the existing line of the Lucknow-Bareilly railway between Daliganj and Aishbagh, which forms a part of the alignment of this line.

D—*continued.*

progress on the 31st March 1896.

BY THE STATE. Metre gauge.

Details of construction.	REMARKS.
The earthwork on the Meiktila branch was carried out as a famine relief work, the bridging, which is very light, being chiefly of timber. The permanent-way consists of second-hand iron rails, 40 lb. to the yard, selected from the Irrawaddy section, and the sleepers are of pynkado.	Commencement of work on the Meiktila branch was sanctioned on the 1st January 1892 as a famine relief measure.
	An extension of this branch to Myngyan has been surveyed, the total length from Meiktila being 68 miles; this is in substitution of the line previously proposed from Samôn to Myngyan. The revised estimates have been received, but the construction of the line has been deferred for the present for want of funds.
On the Mu Valley line 31·5 miles of rails are laid and 25·7 miles of track fully ballasted. Masonry of bridges is mostly of brickwork. The permanent-way consists of 41½ lb. flat-footed steel rails, laid on sleepers of teak, pynkado, ingyin and theya. The ballast is all of broken stone or shingle. The line is generally unfenced except at a few stations.	The construction of the main line, Sagaing to Kawlin and of the Myohaung branch, was sanctioned on the 17th October 1889, and work commenced about the 1st January 1890.
The steepest gradient on this line is 1 in 50, of which there are in all three lengths. These are situated between miles 20·4 and 20·7 on the Nahakaung-Katha section, and their aggregate length is 3·08 miles. There are in all 13 curves of a radius of 573 feet—the sharpest on the line; four on the Katha branch between miles 21·2 and 21·3·8, the total length being 1,568 feet, and 9 on the main line between miles 17·1 to 23·5 on the Nankan-Mohnyin section, 3,790 feet long.	The construction of the extensions from Kawlin to Gyodaung and from Gyodaung to Nankan was sanctioned in February and March 1891, respectively; but owing to the Wuntho insurrection work was not commenced till some months later.
The permanent-way on the Mogaung-Myitkyina section will consist of 41½ lb. flat-footed steel rails laid on wooden sleepers. The ruling gradient will be 1 in 75 and the sharpest curve 1,146 feet in radius.	The construction of the extensions from Nankan to Mogoung and from Mogoung to Myitkyina was sanctioned in September 1892 and December 1895, respectively.
The line has been laid partly on a mixed (standard and metre) gauge and partly on a separate metre-gauge track, except for 3·66 miles between Daliganj and Aishbagh where the existing line of the Lucknow-Bareilly railway will be utilized. Starting from the north of the Burhwál station, on the Oudh and Rohilkhand (state) railway, it will run up to Bara Banki along a third rail laid inside the Oudh and Rohilkhand (state) railway line, and thence on to Malhaur a separate metre-gauge track has been laid parallel to, and 14 feet distant from, the Oudh and Rohilkhand rails. From Malhaur it deviates to the east over new country and joins the Lucknow-Bareilly railway at the north end of Daliganj station. Passing through Daliganj the Lucknow-Bareilly rails are utilized to Aishbagh, where it crosses the Lucknow-Bareilly railway and runs for 2·08 miles over new country and joins the Cawnpore branch of the Oudh and Rohilkhand (state) railway at mile 2·80 from Lucknow, and thence runs parallel to the latter line up to the Cawnpore bridge station, whence a third rail has been laid across the Ganges bridge. After clearing the bridge the separate track, parallel to the Oudh and Rohilkhand rails, is resumed and followed up to and through the Cawnpore, Oudh and Rohilkhand (State) railway, station-yard, and, passing on, crosses the Grand Trunk Road, Ganges canal, and East Indian railway goods siding on a grade crossing, and joins the Cawnpore-Achnera railway at mile 83·06.	The construction of this line which was sanctioned in October 1894 as a part *of the project for linking* up the metre-gauge railway systems of Northern India was commenced in November 1894. It is being constructed by the Oudh and Rohilkhand (state) railway, and will be worked by that line when completed. The entire length from Burhwál to Daliganj [Oudh and Rohilkhand (state) railway] station was practically completed for opening for goods traffic by the end of March 1896. The length from Lucknow to Cawnpore has still to be completed.

APPENDIX

Railways constructed and in

Metre gauge. STATE LINES WORKED

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
		Miles.	Miles.
LV	Cawnpore-Burhwál (Ramnagar) (metre gauge link)—*concld.*		
	Brought forward .	79·40	
	TOTAL .	79·40	
LVI	**Mandalay-Kunlon—**		
	Myohoung [3 miles south of Mandalay station on the Mandalay line of the Burma (state) railway] to the right bank of the Salween river	224·00	
	TOTAL STATE LINES WORKED BY THE STATE (METRE GAUGE)	1,790·99	1,450·59

D—*continued.*

progress on the 31st March 1896.

BY THE STATE. Metre gauge.

Details of construction.	REMARKS.
Land has been taken up for a double line except where the line runs alongside the Oudh and Rohilkhand (state) railway, but the bridges will be constructed for a single line only. From Burhwál to Bara Banki the permanent-way consists of second-hand 60lb. steel rails, obtained from the Oudh and Rohilkhand (state) railway, laid on new deodar sleepers. On the independent line the main line is laid with new 50lb. steel rails on deodar sleepers except for the last three miles at Cawnpore which are laid with second-hand 60lb. steel rails obtained from the Oudh and Rohilkhand (state) railway. All sidings are of second-hand iron 60 lb. section rails. There are no gradients of 1 in 100 or less. The sharpest curve has a radius of 573 feet.	
This line is being constructed for a single track with 50 lb. steel rails with a deep fish-plate and wooden sleepers. The sleepers will be of teak, pynkado, ingyin, theya or oak, and average 2,200 to the mile. It is a mountain railway with a ruling gradient of 1 in 40, except on the Maymyo Ghât, (miles 13 to 28) and the Gokteik gorge, (miles 80 to 88) where gradients of 1 in 25 have been sanctioned. The country traversed is, on the whole, difficult. The works and bridging generally are light for a mountain railway, with the exception of 1½ miles of very heavy work on the Maymyo Ghât, and a long, high viaduct and tunnel at the Gokteik gorge. The exact details of these works are not yet settled, pending results of a survey now being carried out. Special locomotives are being designed for this railway, and the rolling stock will all be on bogies, fitted with the automatic brake for easy and safe working on the heavy gradients and sharp curves. The following statement shows approximately the length of gradients steeper than 1 in 100 and of curves under a radius of 1,000 feet:	Orders were given for the construction of the line in October 1895.

SECTION.	GRADIENTS.			CURVES.	
	1/25	1/50 to 1/80	1/80	Length.	Radius.
Mandalay (Myohoung)-Salween—mile 0 to 224	Miles. 18·74	Miles. 94·84	Miles. 18·32	Miles. 51·45	Varying from 350 ft. to 955 ft.

11·36 miles of the 1 in 25 gradients are on the Maymyo Ghât and 7·38 miles at the Gokteik gorge.
Wooden bridging will be used largely on the easier and flatter portions of the line.
The line will not be fenced.

APPENDIX

Railways constructed and in

Metre gauge. ASSISTED

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
		Miles.	Miles.
LVII	**Deoghur**—		
	Baidyanáth (200·25 miles from Howrah on the chord line, East Indian railway) to Deoghur	4·79	Baidyanáth to Deoghur . 23-12-82 4·79
LVIII	**Rohilkund and Kumaon (Company's section)**—		
	Bhojeepura junction (12·00 miles from Bareilly on the main line) to Káthgodám, at the foot of the Naini Tal hills	53·92	Bhojeepura to Káthgodám . 12-10-84 53·92
LIX	**Bengal Dooars**—		
	Main line—		*Main line*—
	East bank of the Teesta opposite Jalpáiguri (305·00 miles from Calcutta, Sealdah) on the Northern section of the Eastern Bengal (state) railway to Dam Dim . 31·00		East bank of the Teesta to Mal Bazar—
			For goods traffic . . 15-1-93 } 26·85
			For passenger traffic . 1-11-93 }
			Mal Bazar to Dam Dim . 16-6-94 4·15
	Branch—		*Branch*—
	Lataguri to Ramshaihát . . . 5·40		Lataguri to Ramshaihát—
			For goods traffic . . 11-6-93 } 5·40
		36·40	For passenger traffic . 16-6-94 }
			TOTAL OPEN MILEAGE . 36·40
LX	**Dibru-Sadiya**—		
	Main line—		*Main line*—
	Dibrugarh (on the left bank of the Brahmaputra river) *vid* Makum junction to Dihing bridge . . 61·50		Lower steamer ghát on the left bank of the Brahmaputra river, near Dibrugarh, eastward as far as the Dinjan stream, for goods traffic only in October 1882 (15 miles).
			Dibrugarh to Makum junction 16-7-83 38·50
			Makum junction to Dihing bridge . . . . 2-5-84 23·00
			61·50
	Tálap branch—		
	Makum junction to Tálap . . 16·00		
		77·50	*Tálap branch*—
			Makum junction to Dum-Duma . . . . 2-5-84 8·00
			Dum-Duma to Tálap . 5-2-85 8·00
			16·00
			TOTAL OPEN MILEAGE 77·50

D—*continued.*

progress on the 31st March 1896.

COMPANIES. Metre-gauge.

Details of construction.	REMARKS.
The line passes over an undulating country. The sharpest curve has a radius of 2,640 feet and a length of 3,000 feet. About 2·08 miles are on a grade of 1 in 80 and 0·69 mile on a grade of 1 in 100. The permanent-way is laid with 36lb. steel rails on wooden sleepers. The line is ballasted throughout, but is unfenced.	Messrs. Burn & Co., contractors, undertook the construction of this railway with capital raised locally without any guarantee, but with a free gift of land. They commenced work in October 1881. The Rohini branch (1·50 miles), which had been constructed and opened for public traffic on the 1st July 1883, was closed with effect from the 1st November 1885 in consequence of the insufficiency of traffic.
The rails are of the metre gauge type, steel, weighing 41¼ lb. to the yard, laid on sâl sleepers. From Káthgodám to Haldwáni,a distance of 175 chains, there is a continuous descending grade of 1 in 70; from Haldwáni to Lálkua it varies from 1 in 80 to 1 in 103; from Lálkua the grade is 1 in 146 for 71 chains, after which it becomes more moderate. The total lengths of gradients of $\frac{1}{71}$ to $\frac{1}{80}$ and $\frac{1}{81}$ to $\frac{1}{100}$ are 4·84 miles and 6·12 miles, respectively. The line is unfenced, except at stations.	The line was originally projected by certain local capitalists, but was afterwards taken up and completed by a company formed in England. The Government guaranteed 4 per cent. on a maximum capital of £200,000 during the construction of the line or until January 1885. The contract is dated 12th October 1882. This company also works the Lucknow-Bareilly line. The terms of working will be found in Appendix M to Part II of the Railway Administration Report for 1890-91.
The line has been laid with 41¼ lb. flat-footed steel rails spiked to sâl sleepers and is being provided with stone ballast. The bridges are of girders resting on brick-work piers and abutments. In spans of 20 feet and under an invert flooring has been provided for the bridge. The piers of the Neora bridge (6 ft. × 60 ft. girders) are of cast-iron screw piles, 3 ft. diameter, sunk 30 feet below low-water. There are no grades of 1 in 100 or less, or curves under a radius of 1,000 feet.	The line was sanctioned for construction in May 1891. The extension of the branch to Tondu has been abandoned owing to changes in the river Jaldaka.
The line throughout was originally laid with steel rails, 41¼ lb. to the yard, but these are now gradually being renewed and replaced by 50lb. steel rails, 10 miles from Dibrugarh having been so renewed. The length from steamer ghât to Tálap *viâ* Makum junction is constructed on the existing Government road, except for 2·75 miles from the ghât, 1·50 miles from Dibrugarh station east, 0·25 mile at mile 16, 2 miles at the 43rd and 44th miles, and 0·50 mile from Dum-Duma river to the Bisakopi. The culverts which were in existence have been utilised, as far as practicable, with such slight additions and alterations as were necessary; but timber bridges have been erected over the Sessa, Bor Hapjan, Singlijan, Dibru, and Bisakopi rivers, and brick abutments and one central pier have been built, and rolled iron girders laid across the Dinjan river. The timber bridge over the Tipúk Jan river has been replaced with brick abutments and steel girders. The extension to Dihing bridge is cut entirely through thick forest. The line is unfenced and unballasted for one mile from Lower Ghât, and for 16 miles between Makum junction and Tálap. On the rest of the line broken stone ballast has been used. There are no gradients of 1 in 100 or less. Curves under a radius of 1,000 feet are noted below:	The contract with this company, which was formed in England by Messrs. Shaw, Finlayson & Co., will be found in Appendix F to the Railway Administration Report for 1881-82. Government has to pay an annual subsidy equal to such sum as, with the net earnings, will yield a dividend of 5 per cent. per annum on the capital outlay on the main line and branches, subject to a maximum charge of R1,00,000.

Section of line.	Length.	Radii.
Main line—	Feet.	Feet.
Mile 56 from Dibrugarh	747	800
„ 61 „ „	635	700
Tálap branch—		
Mile 40·25 from Dibrugarh	290	750

APPENDIX

Railways constructed and in

ASSISTED

Metre gauge.

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
	Miles.	Miles.	
LXI	**Ahmedabad-Parántij—**		
	Ahmedabad [309·25 miles from Bombay (Colába)] on the Bombay, Baroda and Central India railway to Ahmednagar	54·59	
LXII	**Nilgiri—**		
	Méttupálaiyam (32·47 miles from Madras on the Madras railway, Nilgiri branch) to Coonoor . . .	16·81	
	TOTAL ASSISTED COMPANIES (METRE GAUGE)	244·01	172·61

D—*continued.*

progress on the 31st March 1896.

COMPANIES. **Metre gauge.**

Details of construction.	REMARKS.
The line will be constructed for a single track. The permanent-way is to be laid with 41½ lb. flat-footed steel rails on transverse deodar sleepers. There will be two bridges for crossing the Khari river, the first in the 14th mile by six spans of 60 feet, and again in the 36th mile by five spans of 60 feet. There are no gradients of 1 in 100 or less, or curves under a radius of 1,000 feet.	The construction of this line was sanctioned and orders for the commencement of work issued in January 1896. The line is being constructed by the Bombay, Baroda and Central India Railway Company, and, when completed, will be worked by the same company as a part of their metre-gauge system under an agreement the terms of which will be found in Appendix P to this report.
The rails will be steel, 50 lb. to the yard, on pynkado sleepers, laid on stone ballast between dwarf walls 1′ 6″ high. The line will be unfenced. The bridges will be of lattice or plate girders resting on masonry piers and abutments. On the Ghât the Abt Rack (double) will be used. There are nine tunnels on the line, varying in length from 62 to 308 feet and aggregating 1,578 feet. The ruling gradient is 1 in 12½ in the mountainous portion, and 1 in 40 in the plains. The following statement shows the length and situation of gradients up to 1 in 100, and of curves under a radius of 1,000 feet:	The Nilgiri Railway Company was registered in February 1886 to acquire the concession granted to the Nilgiri-Rigi Railway Company, which had been formed in 1880 to construct a short line of steep gradient on the Rigi system. The line now required by the Government will, however, be of a more costly and elaborate character than that originally contemplated. The capital was raised in London in 1889. A contract was entered into with Mr. Richard Woolley, a local contractor, to construct and equip the line. The survey, for which orders were issued by the Government of Madras in July 1890, proved very arduous. It was started in August 1890, and the final location was completed early in 1892. The Government of India guarantee 3 per cent. during construction on the capital paid into the Government treasury, with a free grant of all land required for the railway and the works connected therewith. The company went into liquidation in April 1894, and since that date all work has been at a standstill. In February 1896, a new company was formed in London to purchase the line from the old company and to supply the capital required to complete it. It is anticipated that operations will very shortly begin.

SECTION OF LINE.	LENGTH OF GRADIENTS.			CURVES UNDER A RADIUS OF 1,000 FEET.	
	1/25 and less.	1/25 to 1/50.	1/50 to 1/100.	Length.	Radii.
	Miles.	Miles.	Miles.	Miles.	Feet.
Between 13·92 and 16·21 miles	...	1·59	...	...	...
The whole line	13·50	...	...	8·27	Varying from 328 feet (100 metres) to 716 feet.

APPENDIX

Railways constructed and in

Metre gauge. LINES OWNED BY NATIVE STATES

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.	
	Miles.	Miles.		Miles.
LXIII	**The Gaekwar's Mehsána—**			
	Viramgám (40·50 miles from Ahmedabad on the Bombay, Baroda and Central India railway) *viâ* Mehsána to Kherálu . . . . . 67·94		Viramgám to Mehsána . 1-2-91	40·21
			Mehsána to Vadnagar . 21-3-87	20·73
			Vadnagar to Kherálu . 12-12-88	7·00
	Mehsána to Pátan . . . . 24·69		Mehsána to Pátan . . 20-7-91	24·69
		92·63	TOTAL OPEN MILEAGE .	92·63
LXIV	**Kolhápur—**			
	Kolhápur to Miraj (159·98 miles from Poona on the Poona branch of the Southern Mahratta railway) . .	29·07	Kolhápur to Miraj . . 21-4-91	29·07
LXV	**Yesvantpur-Mysore frontier—**			
	Yesvantpur (363·25 miles from Portuguese frontier on the Southern Mahratta railway) to Mysore frontier	51·35	Yesvantpur to Dodballapur . 15-12-92	19·93
			Dodballapur to Mysore frontier . . . 17-9-93	31·42
			TOTAL OPEN MILEAGE .	51·35
LXVI	**Mysore-Nanjangúd—**			
	Mysore, on the Mysore section of the Southern Mahratta railway, to Nanjangúd . .	15·25	Mysore to Nanjangúd . 1-12-91	15·25
	TOTAL LINES OWNED BY NATIVE STATES AND WORKED BY COMPANIES (METRE GAUGE) .	188·30		188·30

D—*continued.*

progress on the 31st March 1896.

AND WORKED BY COMPANIES.

Metre gauge.

Details of construction.	REMARKS.
The line is constructed for a single track. The length from Mehsána to Kherálu is laid with steel rails, 41½lb. to the yard, on transverse steel trough sleepers. The ballast consists chiefly of earth with lengths of kunkur. The remainder of the line is laid with iron and steel rails, 40lb. and 41½lb. to the yard, on deodar sleepers, except a mile on the Mehsána-Viramgám section, which is laid with steel trough sleepers. With slight exceptions it is fully ballasted. The line runs through an easy country, and there have been no engineering difficulties. The whole system was originally fenced with cactus; but this has, in several places, been entirely destroyed by floods and locusts, and what remains is much broken up. There are no gradients of 1 in 100 or less, or curves under a radius of 1,000 feet.	The survey of the line from Mehsána to Vadnagar was undertaken in May 1884, and construction commenced in August 1886. The line was completed by the Bombay, Baroda and Central India Railway Company in March 1887. The funds for this branch were supplied by His Highness the Gaekwar of Baroda. The construction of an extension from Visnagar to Vijápur, which was sanctioned on the 18th April 1887, has been deferred for the present. The survey of the line from Vadnagar to Kherálu was commenced in April 1887 and the construction in June 1887. The extension was completed by the Bombay, Baroda and Central India Railway Company in December 1888. Surveys of branch lines from Mehsána to Viramgám and Pátan were carried out during the early part of 1889, and the construction of the lengths between Mehsána and Viramgám and Mehsána and Pátan was commenced in May and in November 1889, respectively. This line is worked by the Bombay, Baroda and Central India Railway Company under an agreement, the terms of which will be found in Appendix M to Part II of the Railway Administration Report for 1893-94.
This line is constructed for a single track. The rails are steel, 41½lb. to the yard, laid on steel sleepers. The ruling gradient is 1 in 100—11·03 miles being on this grade. There are no curves under a radius of 1,000 feet. The following important rivers are crossed: Kistna, 14 spans of 60 feet girders. Panchganga, 10 „ 60 „ „ Udgaum Nulla 10 „ 60 „ „	The commencement of work was authorized in February 1888. The necessary funds were provided by the Kolhápur Durbar, and the line is worked by the Southern Mahratta Railway Company under a special agreement, the terms of which will be found in Appendix S to Part II of the Railway Administration Report for 1891-92.
The rails used are of the state railway type, weighing 50lb. to the yard, on the Ghát section, 11 miles in length, and 41½lb. to the yard on the remainder of the line. The sleepers are of Mysore teak throughout. On the Ghát section the ruling gradient is 1 in 89, and the sharpest curve of a radius of 603 feet; on the rest of the line the ruling gradient is 1 in 100, and the sharpest curve has a radius of 1,910 feet. The line is ballasted with broken stone in the cuttings, and sand and moorum in the banks. It is fenced throughout.	The line was sanctioned for construction in March 1890. It was constructed by the Mysore Government and made over to the Southern Mahratta Railway Company for working on the dates the sections were opened to traffic.
The country traversed is undulating and the line somewhat tortuous, the length of curves amounting to about 9·50 miles. The permanent-way consists of 41½lb. steel rails of the standard metre-gauge pattern laid on Mysore teak sleepers. The ruling gradient is 1 in 100. The line is partially fenced.	The construction of this line was commenced in September 1890 and completed in November 1891. It was purchased by the Mysore Government and made over to the Southern Mahratta Railway Company for maintenance and working on the 1st July 1892.

APPENDIX

Railways constructed and in

Metre gauge — LINES OWNED AND

No.	Name of line and mileage sanctioned.	Miles.	Total mileage.	Date of opening for public traffic.	Miles.
LXVII	**Jodhpore-Bickaneer—**		Miles.		
	Marwar railway junction (218·00 miles from Ahmedabad on the Rajputana-Malwa railway) *viâ* Lúni and Merta Road junctions to Kuchámán Road including the new approach to Kuchámán Road (0·83 mile) (374·00 miles from Ahmedabad on the Rajputana-Malwa railway)	201·83		Marwar railway junction to Marwar Páli—	
	Lúni junction to Pachpadra	60·00		For goods traffic . . 24-6-82 }	19·00
	Merta Road junction to Bickaneer	103·00		„ passenger traffic . 27-7-82 }	
				Marwar Páli to Lúni junction . . . 17-6-84	25·00
				Lúni junction to Jodhpore . 9-3-85	20·00
				Jodhpore to Merta Road . 8-4-91	64·00
				Merta Road to Kuchámán Road . . . 13-3-93	73·00
			364·83	Lúni junction to Pachpadra 22-3-87	60·00
				Merta Road to Nágore . 16-10-91	35·00
				Nágore to Bickaneer . 9-12-91	68·00
				TOTAL OPEN MILEAGE .	364·00
LXVIII	**Oodeypore-Chitor—**				
	From Berach near Chitorgarh (550·75 miles from Bombay *viâ* the Godhra-Rutlam-Nagda railway) to Debari near Oodeypore		60·31	Berach near Chitorgarh to Debari near Oodeypore . 1-8-95	60·31
LXIX	**Bhávnagar-Gondal-Junágarh-Porbandar—**				
	Bhávnagar Bandar to Wadhwán junction	104·76		Bhávnagar to Wadhwán . 20-12-80	(*a*) 104·76
	Dhola junction (32·00 miles from Bhávnagar Bandar) to Porbandar Bandar	158·85		Dhola to Dhoráji . 19-1-81	88·37
				Dhoráji to Porbandar . 17-12-89	69·50
				Porbandar to Porbandar Bandar—	
				For goods traffic . 15-3-90	0·98
	Jetalsar junction (112·00 miles from Bhávnagar Bandar) to Verával Bandar, including 2·33 miles of Junágarh quarry line .	69·85		Jetalsar to Junágarh . 1-9-88	16·00
			333·46	Junágarh to Verával (including Junágarh quarry line) . . . 1-2-89	(*b*) 53·55
				Verával to Verával Bandar—	
				For goods traffic . 1-12-90	0·30
				TOTAL OPEN MILEAGE .	333·46

(*a*) Of this, the Bhávnagar dock state line (0·87 mile) is worked for goods traffic only.
(*b*) Of this, the Junágarh quarry line (2·33 miles) is worked for goods traffic only.

D—*continued.*

progress on the 31st March 1896.

WORKED BY NATIVE STATES. Metre gauge.

Details of construction.	REMARKS.
This is mainly a surface line and the works are very light. Excepting the length between Marwar junction and Jodhpore, the permanent-way consists of 36lb. steel rails mostly laid on steel trough sleepers. From Jodhpore to Marwar Páli the line was originally laid with old 36lb. iron rails on jungle wood sleepers. The latter have all been replaced by deodar sleepers, while the former are now being gradually replaced by 41½lb. steel rails. Beyond Marwar Páli second-hand rails are laid on pine creosoted sleepers, except for the last 3 miles where a new approach has been lately constructed with new 41½lb. steel rails laid on steel sleepers. The line is thoroughly ballasted throughout. On the greater portion of the line the ballast consists of coarse sand and small kunkur; but on the Merta Road-Kuchámán Road section it is chiefly broken stone, marble, and kunkur. There is a telegraph line on the entire length, excepting the Lúni-Pachpadra line. The whole line is unfenced. There are no grades of 1 in 100 or less, or curves under a radius of 1,000 feet.	The line has been constructed at the expense of, and is worked by, the Jodhpore and Bickaneer States. The section up to Lúni Junction was sanctioned in 1883 and the extension to Jodhpore in 1884. The line from Jodhpore to Bickaneer was sanctioned in 1890. The Lúni-Pachpadra section was sanctioned in 1885 and that from Merta Road to Kuchámán Road in July 1891. On the completion of the line to Bickaneer the name "Jodhpore-Bickaneer railway" was given to the entire system.
The works are comparatively light, the largest bridge being 8 spans of 20 feet situate on an open straight road over the Baila nullah, mile 8½. The permanent-way consists of 41½lb. flat-footed, steel rails, 30 feet long, laid on deodar sleepers, with broken stone ballast. The whole line is unfenced. The steepest gradient is 1 in 100 for a length of 0·84 mile between miles 58 and 60, and the sharpest curve is of 1,146 feet radius, and is 0·54 mile in length.	The line was constructed at the expense of the Meywar Durbar. It was sanctioned for construction in February 1894. The line is being worked by the Bombay, Baroda and Central India Railway.
The lines from Bhávnagar to Wadhwán and Dhola to Dhoráji have been constructed for a single track with 41½lb. flat-footed steel rails, laid on creosoted pine and deodar sleepers. The ruling gradient is practically 1 in 200, but there is a short length (0·21 mile) of 1 in 100 at mile 72. The ruling gradient on the Jetalsar-Veravál section is 1 in 150. The permanent-way consists of 41½lb. flat-footed steel rails, laid on creosoted pine and deodar sleepers. The permanent-way on the Dhoráji-Porbandar section consists of 41½lb. flat-footed steel trough rails, laid on steel transverse sleepers. The ruling gradient is 1 in 200. With the exception of one or two short lengths the line is laid with a good section of well-broken stone ballast. The whole line is practically unfenced. There are no curves under a radius of 1,000 feet.	The dates of orders for survey and construction of the Bhávnagar-Gondal section are 11th March 1878 and 19th March 1879, respectively. The line has been constructed for the Native states by the British Government, and is worked under the direction of a Committee of Management consisting of representatives of each of the proprietary states. The Political Agent in Káthiáwár is President of this Committee of Delegates. The portions from Bhávnagar to Wadhwán on the north, and from Dhola as far as Dhasa on the west, have been constructed from the revenues of the Bhávnagar State, and that from Dhasa to Dhoráji from the revenues of the Gondal State. The survey of the Jetalsar-Verával section was ordered on the 3rd October 1885 and the construction on the 24th December 1886. The line has been constructed at the expense of the Junágarh State, within whose territory it lies. The survey of the Dhoráji-Porbandar section was sanctioned on the 1st November 1886 and commenced in March 1887. The construction was sanctioned on the 24th January 1888. The line has been constructed at the joint expense of the Gondal and Porbandar States under an agreement by which the Gondal section above referred to also became the joint property of these two States.

APPENDIX

Railways constructed and in

LINES OWNED AND

Metre gauge.

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.	
		Miles.		Miles.
LXX	Jetalsar-Rájkot—			
	Jetalsar junction to Rájkot (point of junction with the Morvi railway) .	46·23	Jetalsar junction to Rájkot .	12-4-93 46·23
LXXI	Jodhpore-Bickaneer railway extension (Bickaneer-Khari)—			
	Bickaneer to Khari in the Bickaneer state	28·00		
LXXII	Shadipalli-Balotra (Balotra-Jodhpore frontier section)—			
	Balotra to the Jodhpore frontier in the Jodhpore state	135·00		
LXXIII	Rájkot-Jámnagar—			
	Rájkot junction with the Bhávnagar-Gondal-Junágarh-Porbandar and Morvi railways, (46·23 miles from Jetalsar on the Jetalsar-Rájkot railway) to Jámnagar . .	50·30		
	TOTAL LINES OWNED AND WORKED BY NATIVE STATES (METRE GAUGE)	1,018·13		804·00

D—*continued.*

progress on the 31st March 1896.

WORKED BY NATIVE STATES. Metre gauge.

Details of construction.	REMARKS.
The permanent-way consists of 41½lb. rails, laid partly on steel trough and partly on creosoted pine sleepers. The ballast used is of broken stone. The steepest gradient is 1 in 67 for a length of about 0·75 mile between mileages 4 and 5 from Jetalsar, about a third of the line being on a grade of 1 in 200. There is also a small curve (about 0·01 mile long) under a radius of 1,000 feet, *viz.*, 955 feet between mileages 45 and 46 from Jetalsar. The line is unfenced.	The construction of this line was sanctioned in February 1892. The line has been constructed for the Native States by the Bhávnagar-Gondal-Junágarh-Porbandar Railway Co., and is worked by it under the direction of a Syndicate consisting of representatives of each of the proprietary states. The Political Agent in Káthiáwár is the President of this Syndicate. The line is being worked by the Bhávnagar-Gondal-Junágarh-Porbandar railway.
	The line is being constructed by the Bickaneer Darbar. Earthwork on 28 miles from Bickaneer to Khari in the Bickaneer state was sanctioned for famine relief purposes in December 1895. Work was commenced on the 26th February 1896 and is well advanced.
	The line is being constructed by the Jodhpore Darbar. Earthwork on 135 miles from Balotra to the Jodhpore frontier in the Jodhpore state was sanctioned for famine relief purposes. No works were started up to the end of the year.
The permanent-way will consist of steel flat-footed rails weighing 41½lb. to the yard, laid on creosoted pine and deodar sleepers, over a bed of stone ballast. The line will be partially fenced. The largest bridge will be 16 spans of 50 feet each over the Und. There will be no curves under a radius of 1,000 feet. The steepest gradient, which will occur at mile 16 from Rájkot, will be 1 *in* 100 for a length of 0·19 mile.	This line, including a branch to the port of Jodiya, was provisionally sanctioned in October 1893, pending the result of a preliminary survey. The branch has since been abandoned and orders for commencement of work on the remaining portion (Rájkot to Jámnagar) issued after the close of the year 1894-95. Work was commenced in January 1896, and a good start has been made in throwing up earthwork and the construction of bridges both large and small.

APPENDIX

Railways constructed and in

Metre gauge. FOREIGN

No.	Name of line and mileage sanctioned.	Total mileage	Date of opening for public traffic.	
		Miles.		Miles.
LXXIV	**West of India Portuguese—**			
	Mormugao on the west coast to the Portuguese frontier (junction with the Southern Mahratta railway)	51·00	Mormugao to Sonauli . . 17-1-87	41·00
			Sonauli to the Portuguese frontier 3-2-88	10·00
			TOTAL OPEN MILEAGE .	51·00
LXXV	**Pondicherry—**			
	Left bank of the Gingee river (French frontier) or (16·26 miles from Villupuram on the Pondicherry branch, South Indian railway) to Pondicherry	7·80	Left bank of the Gingee river to Pondicherry . . . 16-12-79	7·80
LXXVI	**Karikal-Peralam—**			
	Peralam (184·47 miles from Madras, on the Mayavaram-Mutupet railway) to the French port of Karikal	14·45		
	TOTAL FOREIGN LINES .	73·25		58·80

D—*continued.*

progress on the 31st March 1896.

LINES. Metre gauge.

Details of construction.	REMARKS.
The first 38 miles up to Collem station, on which the ruling gradient is 1 in 100, are constructed for a single line as regards the earthwork and iron superstructure, but for a double line as regards all bridges and culverts, and the remaining 13 miles with a maximum gradient of 1 in 40 for a double line of rails. The permanent-way throughout is of the 62lb. State Railway type with 10 sleepers to the rail. The sleepers used are creosoted pine, sâl, teak, and jamba. The locomotives are of one type, weighing 43½ tons when loaded. Two suffice to take a train up the Ghâts. On the Ghâts there are 12 tunnels and 2 covered ways, and the masonry works are very heavy. The total work on the Ghât incline is not much less than that on the Bhore Ghât on the Great Indian Peninsula railway. The length and situation of gradients up to $\frac{1}{100}$, and of curves under a radius of 1,000 feet are detailed below:	The West of India Portuguese line has been undertaken by a company, under a guarantee given in April 1881 by the Portuguese Government. It extends from Mormugao, in the Portuguese settlement of Goa, to the Portuguese frontier. The railway works were, in the first instance, given out on contract, and work was commenced on the 22nd February 1882. The contractors having, however, failed to make satisfactory progress, the works were taken over by the Company at the end of January 1884 and arrangements made to carry them on departmentally. The harbour and line to the 41st mile were opened for public traffic on the 17th January 1887.

SECTION OF LINE.	LENGTH OF GRADIENTS.			LENGTH OF CURVES UNDER A RADIUS OF 1,000 FEET.	
	Steeper than $\frac{1}{100}$.	Steeper than $\frac{1}{100}$ to $\frac{1}{80}$.	Steeper than $\frac{1}{80}$ to $\frac{1}{50}$.	720 feet radius.	800 feet radius.
	Miles.	Miles.	Miles.	Miles.	Miles.
Mormugao harbour to mile 1	...	...	...	0·15	0·41
Collem to frontier—					
Between 41 and 51 miles	12·42	...	...	...	5·80
Between 39·50 and 40·50 miles	...	0·55	...	...	...
Between 2·50 and 39·50 miles	...	...	12·18	...	...

The line is single and is laid with 40lb. iron rails on wooden sleepers, except over the Gingee bridge which was laid, when rebuilt, with 50lb. steel rails on pot sleepers. There are no gradients of 1 in 100 or less, or curves under a radius of 1,000 feet.	This line was undertaken by the Pondicherry Railway Company, Limited, under a concession made by the French Government. It was sanctioned for construction in June 1878. This line is worked and maintained by the South Indian Railway Company under an agreement. The terms of working to be found in Appendix Q to Part II of the Railway Administration Report for 1890-91 have been renewed,—*vide* Appendix Z to Part II of the Railway Administration Report for 1894-95.
The line traverses an easy country partly in British and partly in French territory. There is no water-way of *any importance*, and the only large bridge is one of 3 spans of 25-feet girders over the river Wanjiar. The rails proposed to be used are of steel flat-footed 41½ lb. to the yard laid on pynkado sleepers. There are no gradients of 1 in 100 or less, or curves under a radius of 1,000 feet.	The line is being constructed by the South Indian Railway Company from funds provided by the French Government. It will be worked through the agency of that Company when completed on terms to be agreed upon by them with the Government of the French Colony, subject to the sanction of the Secretary of State. It was sanctioned for construction in July 1895.

APPENDIX

Railways constructed and in

Special gauge. STATE LINE WORKED

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
	Miles.	Miles.	Miles.
LXXVII	**Jorhát—** 2' 0" GAUGE.		
	Main line—		*Main line—*
	Gosáigáon to Titábar . . . 18·25		Gosáigáon to Jorhát—
	Alternative cold weather section to steamer ghát . . . 2·75		For goods traffic . 15-12-84 } 7·00 „ passenger traffic . 17-10-85 }
			Jorhát to Dhali river—
			For goods traffic . 15-12-84 } 9·50 „ passenger traffic . 26-2-88 }
	Mariani branch—		Dhali river to Titábar . 16-7-87 1·75
	Chenimara to Mariani . . . 7·00		Alternative cold weather section to steamer ghát 25-11-89 2·75
		28·00	21·00
			Mariani branch—
			Chenimara junction to Mariani—
			For goods traffic . 7-1-85 } 7·00 „ passenger traffic . 26-2-88 }
			TOTAL OPEN MILEAGE . 28·00
	TOTAL STATE LINE WORKED BY THE STATE (SPECIAL GAUGE)	28·00	28·00

D—*continued.*

progress on the 31st March 1896.

BY THE STATE. Special gauge.

Details of construction.	REMARKS.
This line, excepting the alternative cold weather section, is laid with steel rails, 18lb. to the yard, Vignole's pattern, on wooden sleepers. The extension to Titábar and the branch to Mariani are laid on the existing roads. The alternative cold weather section from Gosáigáon to the steamer ghât is laid with steel rails, 14lb. to the yard, Fowler's patent. The steepest gradient is 1 in 150. The sharpest curve has a radius of 480 feet and is 468 feet in length.	This line was constructed out of provincial revenues for the convenience of the numerous tea gardens in the neighbourhood of Jorhât. The extension to Titábar, with a branch along the Hatigarh Ali to Mariani, was sanctioned on the 13th September 1883. The river siding from Gosáigáon to Baraghop (5·50 miles) has been replaced by the alternative cold weather section to the steamer ghât.

APPENDIX

Railways constructed and in

Special gauges. ASSISTED

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.	Miles.
		Miles.		Miles.
LXXVIII	**Darjeeling-Himalayan—**			
	2′ 0″ GAUGE.			
	Siliguri [328 miles from Sealdah (Calcutta)] on the Northern section of the Eastern Bengal (state) railway to the Darjeeling bazar	51·00	Siliguri to Kurseong . . 23-8-80	31·75
			Kurseong to Sonáda . . 1-2-81	9·50
			Sonáda to Ghúm . . 5-4-81	5·87
			Ghúm to Darjeeling . . 4-7-81	3·63
			Darjeeling to the Darjeeling bazar . . . 16-6-86	0·25
			TOTAL OPEN MILEAGE .	51·00
LXXIX	Bársi—			
	2′ 6″ GAUGE.			
	Bársi Road (234 miles from Bombay (Victoria terminus) on the Great Indian Peninsula railway) to the town of Bársi . . .	21·75		
	TOTAL ASSISTED COMPANIES (SPECIAL GAUGES)	72·75		51·00

D—*continued.*

progress on the 31st March 1896.

COMPANIES. Special gauge.

Details of construction.	REMARKS.
The line is single throughout. The road has almost continuous curves and windings as it passes across the mountains. Of curves with radii varying from 60 feet (the sharpest) to 1,000 feet, there are a total length of 35·55 miles throughout the line. Of gradients there are 40·69 miles of 1 in 50 and less; 1·68 miles of 1 in 51 to 1 in 80; and 0·45 mile of 1 in 81 to 1 in 100— the steepest being 1 in 25·7 up-hill. The line, which was originally laid with iron rails, 30 lb. to the yard, on the plains portion, has been re-laid with iron rails 40 lb. to the yard. Steel rails, 41½ lb. to the yard, are laid on the hill portion. Sál, oak, and chestnut sleepers are in use, but are being gradually renewed with sál only under 41½ lb. rails. The line is now ballasted up to the 9th mile, a portion of this length near Siliguri being laid with sand. Elsewhere the ballast is of shingle. Half the width of the cart road has been reserved for cart and other traffic.	The line was originally known as the Darjeeling steam tramway, and was constructed by a private company with a provincial guarantee from the Government of Bengal that the gross receipts shall be made up to ₹2,00,000 per annum.
The line will be laid on the existing provincial road, which, with its earthworks, cuttings, and bridges, was constructed by the Government of Bombay in 1870 for the purposes of a light railway with maximum gradients not exceeding 1 in 100, and with curves suitable for the alignment of a railway.	This line was sanctioned for construction as a steam tramway in December 1892. But owing to the promoters having appealed to the Secretary of State against certain provisions of the order authorizing the construction, fresh negotiations were opened with them in London, and it was at length settled that the line should be designated a light railway to be worked under the provisions of the Indian Railway Act, IX of 1890. The contract, which was executed on the 1st August 1895, will be found in Appendix J to this report. Construction commenced on the 1st January 1896.

APPENDIX

Railways constructed and in

Special gauge. LINES OWNED BY NATIVE STATES

No.	Name of line and mileage sanctioned.	Miles.	Total mileage.	Date of opening for public traffic.	Miles.
LXXX	**The Gaekwar's Dabhoi—**		Miles.		
	2' 6" GAUGE.				
	Miyágám [228·75 miles from Bombay (Colába) on the Bombay, Baroda and Central India railway] to Dabhoi	20·00		Miyágám to Dabhoi . 8-4-73	20·00
	Dabhoi to Báhádarpur	9·64		Dabhoi to Chándod . 15-4-79	10·62
	Báhádarpur to Bodeli	12·77		Dabhoi to Báhádarpur . 17-9-79	9·64
	Dabhoi to Chándod	10·62		Dabhoi to Goya Gate . 1-7-80	18·63
	Dabhoi to Vishvámitri	18·63		Goya Gate to Vishvámitri . 24-1-81	
	Vishvámitri to Padra	7·20		Báhádarpur to Bodeli . 16-6-90	12·77
			78·86	TOTAL OPEN MILEAGE	71·66
LXXXI	**Rajpipla (Anklesvar—Párdi section)—**				
	2' 6" GAUGE.				
	Anklesvar [198 miles from Bombay (Colába) on the Bombay, Baroda and Central India railway] to Párdi		19·73		
	TOTAL LINES OWNED BY NATIVE STATES AND WORKED BY COMPANY (SPECIAL GAUGE)		98·59		71·66

D—*continued.*

progress on the 31st March 1896.

AND WORKED BY COMPANY. Special gauge.

Details of construction.	REMARKS.
The line was originally laid with iron rails weighing 30 lb. to the yard for 20 miles, and with steel rails weighing 30 lb. and 31 lb. to the yard for 39·25 miles and 12·50 miles, respectively, on wooden sleepers with sand ballast. The renewals are being made with steel rails, about 8·50 miles having been renewed with 31 lb. steel rails. The width at formation level is 12 feet. The entire line is on an embankment. There are a few small bridges, some of one 40-feet span and some of two 20-feet and 30-feet spans each. There are no bridges specially constructed for cart traffic, but the carts use some of the nullahs to pass under the line. There is no *fencing*, except what has been put up by the villagers themselves. There are no gradients of 1 in 100 or less. The length and situation of curves under a radius of 1,000 feet are shown below:	The dates of orders for survey and construction are as follow: Miyágam to Dabhoi . . . 17-4-69 (survey) 21-3-72 (construction) Dabhoi to Chándod and Báhádarpur . . . . . 6-6-77 27-11-77 Dabhoi to Baroda . . . . July 77 29-1-79 The line is the *property* of His Highness the Gaekwar of Baroda. The Dabhoi-Báhádarpur line was extended to Bodeli in 1890. The survey was ordered in February 1887, and construction sanctioned in September 1888. Work was commenced in November 1888 and completed on 16th June 1890. The section from Vishvámitri to Padra, 7·20 miles, was surveyed in 1891—orders for its resurvey were given on 22nd July 1895 and construction on 28th August 1895. The works are now in hand. This line is worked and maintained by the Bombay, Baroda and Central India Railway Company. The terms of working will be found on page 150 of Part II of the Railway Administration Report for 1889-90.

Section of line.	Length of curve.	Radius of curve.
	Feet.	Feet.
Vishvámitri-Dabhoi—(Between 0 and 1 mile from Vishvámitri)	1,505	955·48
Dabhoi-Chándod—(Between 18 and 20 miles from Vishvámitri)	956	500·00
Báhádarpur-Bodeli—(Between 29 and 30 miles from Vishvámitri)	702	700·00

This line is owned by the state of Rajpipla, but will be constructed and worked by the Bombay, Baroda and Central India Railway Company.
Orders for the survey of the line issued in April 1893, and the construction of the section from Ankleswar to Párdi was provisionally sanctioned in October 1894.
The works are in progress.

APPENDIX

Railways constructed and in

Special gauge. LINE OWNED BY NATIVE STATE AND

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
		Miles.	Miles
LXXXII	Cooch Behar—		
	2' 6" GAUGE.		
	Gitaldaha (on the left bank of the Dharla river opposite Mogalhát) to the town of Cooch Behar	24'37	Gitaldaha to the right bank of the Torsá— For goods traffic . . 15-9-93 } 22'12 For passenger traffic . 1-3-94 }
	TOTAL LINE OWNED BY NATIVE STATE AND WORKED BY STATE RAILWAY AGENCY (SPECIAL GAUGE)	24'37	22'12

D—*continued.*

progress on the 31st March 1896.

WORKED BY STATE RAILWAY AGENCY. Special gauge.

Details of construction.	REMARKS.
The line runs through an easy country on an embankment 12 feet wide. It is single throughout. The rails are flat-footed steel, 25 lb. to the yard, and are laid on pynkado sleepers with sand ballast. The bridges, except three arched culverts, are of brickwork with metre gauge girders. The line is unfenced. There are no gradients of 1 in 100 or less, or curves under a radius of 1,000 feet, on the main line. There are, however, two curves on a fair weather line to the Gitaldaha ghât, the lengths of which are 322 and 436 feet and the radii 500 and 420 feet, respectively.	The trial survey was ordered in May 1891, and the final survey in November of that year. Construction was sanctioned on the 28th of September 1891 and work started in December. The line is being worked by the Eastern Bengal (state) railway. An extension of the Cooch Behar line to the town of Cooch Behar, 2·25 miles in length, was sanctioned for construction in August 1895, but work was not started during 1895-96.

APPENDIX

Railways constructed and in

Special gauge. LINE OWNED AND WORKED

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.	
	Miles.	Miles.		Miles.
LXXXIII	**Morvi—**			
	2′ 6″ GAUGE.			
	Main line—		*Main line—*	
	Wadhwán [389·25 miles from Bombay (Colába) on the Bombay, Baroda and Central India railway], *viâ* Vánkáner to Morvi . . . 68·50		Wadhwán to Dolia . 11-3-86	24·00
			Dolia to Vánkáner . 20-11-86	27·75
			Vánkáner to Morvi . 24-3-87	16·75
				68·50
	Branch—		*Rájkot branch—*	
	Vánkáner to Rájkot, including the extension across the Aji river to Rájkot junction with the Jetalsar-Rájkot railway (*Rájkot branch*) . 25·86	94·36	Vánkáner to Rájkot . 1-1-90	25·25
			Extension across the Aji river to Rájkot, junction with the Jetalsar-Rájkot railway . . . 6-8-94	0·61
				25·86
			TOTAL OPEN MILEAGE .	94·36
	TOTAL LINE OWNED AND WORKED BY NATIVE STATE (SPECIAL GAUGE) . . .	94·36		94·36

D—*continued.*

progress on the 31st March 1896.

BY NATIVE STATE. Special gauge.

Details of construction.	REMARKS.
This line is laid on the existing bridged and metalled road for the first 24 miles as far as Dolia, and then runs along the line of unbridged and unmetalled road to Vánkáner and Morvi. The permanent-way originally consisted of steel rails, weighing 19 lb. to the yard, laid on light sleepers. These have since been extensively replaced in sections by 29 lb. and 41½ lb rails and creosoted pine sleepers. The respective lengths of line now laid with these classes of permanent-way are : 19 lb. rails . . . 42·75 miles. 29 „ „ . . . 51·00 „ On the Rájkot branch, from Rájkot station to mile 50 (Sindhávadars) 18 miles of 19 lb. rails have, with a view to eventual conversion, recently been replaced by 41½ lb. metre gauge rails on creosoted pine sleepers, and 796 steel 11 lb. sleepers for 19 lb. rails have been renewed on the main line, from mile 0 to mile 24, and on the Rájkot branch, chiefly in salty places. The extension across the Aji river has been laid with metre gauge rails, weighing 41½ lb. to the yard, on creosoted pine sleepers of that gauge. The maximum gradient is 1 in 150, and there are 3·24 miles of curves under a radius of 1,000 feet, particulars of which are given below :	Sanction was given on the 14th December 1883 to the construction of a *line* which the Thakur Sahib of Morvi had undertaken to build at his own expense from Wadhwán to Rájkot. The scheme was afterwards modified and the line was carried to Morvi, *viâ* Vánkáner, instead of to Rájkot. Plans and estimates for an extension to Rájkot were submitted to Government in 1888, and the extension was completed and opened for traffic on the 1st January 1890. The extension across the Aji river into Rájkot, to effect a junction with the Jetalsar-Rájkot railway, was sanctioned in January 1894.

SECTION OF LINE.	CURVES OF LESS THAN 1,000 FEET RADIUS.	
	Length.	Radii.
	Miles.	
Wadhwán to Dolia—(Between 0 and 24 miles from Wadhwán) .	1·41	Varying from 250 to 850 feet.
Dolia to Vánkáner—(Between 24 and 51·75 miles)	1·03	„ „ 375 to 800 „
Vánkáner to Morvi—(Between 51·75 and 68·50 miles) . .	0·18	„ „ 550 to 850 „
Vánkáner to Rájkot—Between 0 and 25·25 miles from Vánkáner .	0·62	„ „ 500 to 800 „

The main line was opened through on the 24th March 1887, being fully bridged and completed.
The line is ballasted with sand and gravel throughout.
The line is unfenced.

APPENDIX

Steam tramways outside Municipal limits

Special gauge.

Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
Tárakeshwar-Magra—	Miles.	Miles.
2′ 6″ GAUGE.		
Tárakeshwar (terminus of the Tarkessur railway) to Magra, a station on the East Indian railway	31·12	Tárakeshwar to Basua . 7-11-94 12·50 Basua to Magra . . 8-3-95 18·62 TOTAL OPEN MILEAGE . 31·12
Powayan—		
2′ 6″ GAUGE.		
Sháhjahánpur [310·00 miles from Moghal Sarai on the Oudh and Rohilkhand (state) railway] to Powayan and thence to Mailáni on the Rohilkund and Kumaon railway . . .	39·50	Sháhjahánpur to Powayan . 17-6-90 17·00 Powayan to Khotar . . 19-5-91 14·00 Khotar to Mailáni . . 22-12-94 8·50 TOTAL OPEN MILEAGE . 39·50
Dandot colliery—		
2′ 0″ GAUGE.		
Kalapani terminus of the Khewra branch of the North Western (state) railway to the mouth of the main mine . . . . . 1·89		Kalapani to the mouth of the main mine (open for coal traffic only) 5-7-89 1·89
Head of middle incline to shaft No. 10 of outcrop mine . . . . 1·29		Head of middle incline to shaft No. 10 of outcrop mine . 1-7-93 1·29
No. 10 south outcrop mine to Ratta Katha . . . . . 0·50		No. 10 south outcrop mine to Ratta Katha . . . 1-7-93 0·50
Ratta Katha to 17 south mine . . 0·50		Ratta Katha to 17 south mine . 1-9-93 0·50
Head of upper incline to Pidh village 3·00	7·18	TOTAL OPEN MILEAGE . 4·18

D—*continued.*

constructed and in progress on the 31st March 1896.

Special gauges.

Details of construction.	REMARKS.
The line is single throughout. The permanent-way consists of flat-bottomed steel rails, weighing 30lb. to the yard, laid on patent steel sleepers for 10 miles and pynkado wood sleepers for the remainder, over 6 inches of sand ballast with brick boxing. The bridging on the line is of a simple character. Girders, built or rolled, have been provided for the important water-ways, smaller openings being covered with timber tops, arches, and stoneware pipes. The line is partially fenced. There are *no* gradients of 1 in 100 or less, and there is only one curve under a radius of 1,000 feet, *viz.*, 955 feet, the length of which is 14·38 chains.	The line has been constructed and is owned and managed by the Bengal Provincial Railway Company, Limited. An extension of about 2 50 miles from the Magra terminus to Tribeni ghât has been surveyed, but the undertaking of the project has for the present been postponed.
The rails are flat-bottomed steel, weighing 25 lb. to the yard, laid on wooden sleepers and spiked with two spikes outside and one spike inside. The spikes are of $\frac{5}{16}$ inch square section. There are no gradients of 1 in 100 or less, or curves under a radius of 1,000 feet.	The section from Sháhjahánpur to Khotar was sanctioned for construction in January 1889, and that from Khotar to Mailáni in February 1894. The tramway is under the management of Messrs. Lyall Marshall & Co. of Calcutta, who are now the Company's managing agents, with a local manager at Sháhjahánpur.
The line is principally double. The section from Kalapani to the north of main mine consists chiefly of two inclines worked by a steel wire two-tail rope by combined gravity and steam power. The grades on the inclines vary from 1 in 2·50 to 1 in 17, with minimum curves of a radius of 60 feet. The other two sections contain a third incline with grades of 1 in 3 and 1 in 4, the remainder being a single line tramway along the sides of the mountain with a maximum grade of 1 in 50; the sharpest curve is 150 feet in radius. The permanent-way consists of old metre gauge 36lb. and 40 lb. rails laid on deodar sleepers. There is only one large bridge of 60-feet span, which forms part of one of the inclines on a grade of 1 in 2·50. The line is unfenced. The extension from Ratta Katha to 17 south mine is of the same construction as the above. The grades, however, are more severe, *viz.*, 1 in 25 against the empties, and 1 in 30 against the loaded trains. The Pidh extension is of the same construction and grading as the tramway from head of incline to Ratta Katha, but one semi-circular curve of a radius of 75 feet is used to enable the line to turn on itself. The length of gradients up to 1 in 100, and of curves under a radius of 1,000 feet, is shown in the following table:	This tramway has been constructed by the North Western (state) railway to develop the Dandot colliery which is worked primarily for the benefit of the railway.

LENGTH OF GRADIENTS.			CURVES UNDER A RADIUS OF 1,000 FEET.		REMARKS.
$\frac{1}{50}$ and less.	$\frac{1}{51}$ to $\frac{1}{75}$.	$\frac{1}{76}$ to $\frac{1}{100}$.	Length.	Radii.	
Miles. (a) 3·23	Mile. ·06	Miles. ...	Miles. 1·69	Varying from 74 to 450 feet.	

(a) Of this 0·52 mile is on grades varying from 1 in 2·3 to 1 in 4, 0·59 mile on grades of 1 in 7·35 to 15·49 and the rest on grades of 1 in 25 to 1 in 50.

APPENDIX

Steam tramways outside Municipal limits

Special gauges.

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
	Miles.	Miles.	
	Cherra-Companyganj—		
	2′ 6″ GAUGE.		
	Companyganj to Thariághât . . 7·50		Companyganj to Thariághât . 16-6-86 7·50
	Thariághât to Komora limestone quarry 0·50	8·00	Thariághât to Komora lime-stone quarry . . . 1-1-90 0·50
			TOTAL OPEN MILEAGE . 8·00
	Tezpur-Bálipárá—		
	2′ 6″ GAUGE.		
	Tezpur ghât to Bálipárá	20·00	Tezpur ghât to Bálipárá— For goods traffic . . 9-8-94 } 20·00 For passenger traffic . 1-9-95 }
	Thatôn-Duyinzáik—		
	2′ 6″ GAUGE.		
	Thatôn to Duyinzáik on the Donedamie river	7·76	Thatôn to Duyinzáik . . 11-2-85 7·76
	Howrah-Amta—		
	2′ 0″ GAUGE.		
	Telkul ghât (Howrah) to Amta . .	30 00	
	Howrah-Sheakhalla—		
	2′ 0″ GAUGE.		
	Telkul ghât (Howrah) to Sheakhalla	20·00	

D—*continued.*

constructed and in progress on the 31st March 1896.

Special gauges.

Details of construction.	REMARKS.
This line is cross-sleepered. The rails are steel, Vignole's pattern, 25lb. to the yard. The sleepers are steel, having a central corrugation with the convexity laid downwards The foot of the rail, exteriorly, is held down by a clip, which is fastened to the sleeper by two bolts, and, interiorly, by a single flat hook with a horizontal shank, which passes under the rail and clip plate and has its end attached by means of a screw and nut to the nearest end of the sleepers. The interior hook is used mainly to keep the line to gauge. The sleepers are 45 inches long and 8 are laid to each rail *of 21* feet. The line from Thariâghât to Komora is laid with 18lb. steel rails on wooden sleepers. The steepest gradient on this line is *1* in 42·3 for a length of 1,250 feet; there are no other grades up to 1 in 100. *There* are seven curves under a radius of 1,000 feet, which occur in the 1st mile from Companyganj. Their aggregate length is 3,910 feet and their radii vary from 350 to 800 feet.	This line is used exclusively for lime-stone traffic. There is an extension, about half a mile in length, from Komora limestone quarry to Don Roy's limestone quarry, which is treated as a siding in the mileage returns. It is laid with 18lb. steel rails on wooden sleepers on a gradient of 1 in 100.
The permanent-way consists of flat-bottomed steel rails, weighing 30lb. to the yard, laid on wooden sleepers. The line is unballasted and is single throughout.	The commencement of work was provisionally authorized by the Administration of Assam in 1893, but the line was not formally sanctioned till October 1894.
The rails are steel, Vignole's section: the sleepers are of steel and wood. There are no large bridges. The line is ballasted, but only partially fenced. An aggregate length of 4,500 feet is situated on a grade of $\frac{1}{87}$ to $\frac{1}{80}$, and of 3,830 feet on a grade of $\frac{1}{87}$ to $\frac{1}{100}$, while the total length of curves under a radius of 1,000 feet is 1,343 feet, the radii varying from 207 feet to 500 feet.	This line is constructed along the public road, which has been specially made in view to tramway communication being established. Its construction and working have been undertaken by Mr. G. E. L. Dawson. The Local Government originally guaranteed in 1883 a subsidy of ₹8,100 per annum for three years, but the amount was reduced from 11th February 1888 to ₹6,000 per annum with a further guarantee for two years.
	This line will be constructed by the Bengal District Road Tramways *Company*, Limited. It was sanctioned for construction in March 1895.
	This line was sanctioned for construction in March 1895. It will be constructed by the Bengal District Road Tramways Company, Limited.

APPENDIX

Steam tramways outside Municipal limits

Special gauge.

No.	Name of line and mileage sanctioned.	Total mileage.	Date of opening for public traffic.
	Rânaghat-Krishnagarh—	Miles.	
	2′ 6″ GAUGE.		
	Right bank of the Churni river near Rânaghat (45·50 miles from Sealdah) on the Eastern section of the Eastern Bengal (state) railway to the left bank of the river Jalangi at Krishnagarh	19·00	
	Bhaganwala colliery —		
	2′ 6″ GAUGE.		
	Bhaganwala, terminus of the standard gauge siding from Haranpur, to foot of Rewal incline . . . . 1·25		
	Rewal incline, double line . . . 0·60		
	Top of Rewal incline to old mines . 6·00	7·85	

D—*concluded.*

constructed and in progress on the 31st March 1896.

Special gauge.

Details of construction.	REMARKS.
	The line will be constructed by the Rânaghat-Krishnagarh Tramway Company, Limited. It was sanctioned for construction in December 1895. A siding, 1·50 miles long to be constructed by the Eastern Bengal (state) railway on the standard gauge, will run from the Rânaghat station to the left bank of the Churni and connect with the tramway.
The siding from Bhaganwala to foot of inclines is an ordinary tramway on easy ground. Maximum grades are 1 in 96 and the sharpest curve of a radius of 150 feet. The Rewal incline surmounts 900 feet vertical lift in 2,850 feet horizontal length, and consists of 2 lines of way strongly anchored; the grades vary from 1 in 2·37 to 1 in 4·87. The section from Rewal incline to head of old mines is a mountain railway, graded 1 in 40 against the empties, and 1 in 50 against loaded trains. The sharpest curves are of a radius of 150 feet. There are three tunnels varying in length from 220 to 420 feet: also eight bridges of from 15 feet to 90 feet clear span. The permanent-way on the Rewal incline consists of good 62 lb. Vignole's section rails on 5 feet deodar sleepers, well fished and spiked. On the other sections it consists of 41½ lb. metre gauge rails also on 5 feet deodar sleepers. The line is unfenced. The following table shows the length of gradients up to 1 in 100, and of curves under a radius of 1,000 feet:	This tramway is being constructed by the North Western (state) railway to develop the Bhaganwala colliery which is worked primarily for the benefit of the railway. It was sanctioned in July 1894.

LENGTH OF GRADIENTS.			CURVES UNDER A RADIUS OF 1,000 FEET.		REMARKS.
$\frac{1}{50}$ and less.	$\frac{1}{50}$ to $\frac{1}{80}$.	$\frac{1}{80}$ to $\frac{1}{100}$.	Length.	Radii.	
Miles. (a) 4·24	Miles. 1·18	Mile. 0·54	Miles. 2·82	Varying from 150 feet to 200 feet.	

(a) Of this ·49 mile is on grades varying from 1 in 2·37 to 1 in 4·87, and the rest on grades of $\frac{1}{50}$ to $\frac{1}{80}$.

APPENDIX

Statement showing the distribution by provinces of the mileage

Progress.	Madras.	Bombay.	Bengal.	North-Western Provinces and Oudh.	Punjab.	Central Provinces.	Assam.	Burma.
STANDARD GAUGE.								
STATE LINES WORKED BY COMPANIES.								
Opened for traffic	29·13	203·11	1,128·33	1,001·61	2·22	743·18	...	...
In progress	...	...	472·71	18·56	...	109·67	...	...
Total length sanctioned	29·13	203·11	1,601·04	1,020·17	2·22	852·85	...	...
STATE LINES WORKED BY THE STATE.								
Opened for traffic	443·19	...	431·20	908·65	1,657·44	...	...	...
In progress	229·97	...	66·50	154·13	128·00	...	...	...
Total length sanctioned	673·16	...	497·70	1,062·78	1,785·44	...	...	...
LINES WORKED BY GUARANTEED COMPANIES.								
Opened for traffic	766·22	1,087·08	...	...	...	390·90	...	...
In progress	...	...	...	...	...	1·00	...	...
Total length sanctioned	766·22	1,087·08	...	...	...	391·90	...	...
ASSISTED COMPANIES.								
Opened for traffic	...	...	22·23	...	161·40	...	...	...
In progress	...	...	78·81	...	397·06	...	...	...
Total length sanctioned	...	...	101·04	...	558·46	...	...	...
LINES OWNED BY NATIVE STATES AND WORKED BY COMPANIES.								
Opened for traffic	...	13·35	...	...	...	11·57	...	...
In progress	...	...	...	...	...	...	...	...
Total length sanctioned	...	13·35	...	...	...	11·57	...	...
LINES OWNED BY NATIVE STATES AND WORKED BY STATE RAILWAY AGENCY.								
Opened for traffic	...	...	...	...	107·94	...	...	...
In progress	...	...	...	...	...	...	...	...
Total length sanctioned	...	...	...	...	107·94	...	...	...
LINE OWNED AND WORKED BY NATIVE STATE.								
Opened for traffic	...	...	...	...	...	...	...	...
In progress	...	...	...	...	...	...	...	...
Total length sanctioned	...	...	...	...	...	...	...	...
TOTAL.								
Opened for traffic	1,238·54	1,303·54	1,581·76	1,910·26	1,929·00	1,145·65	...	...
In progress	229·97	...	618·02	172·69	525·06	110·67	...	...
Total length sanctioned	1,468·51	1,303·54	2,199·78	2,082·95	2,454·06	1,256·32	...	...

E.

of railways and of steam tramways outside municipal limits on the 31st March 1896.

Hyder-abad.	Mysore.	Rajputana.	Central India.	Baluchis-tan.	Sind.	Káthiáwár.	Berars.	Kashmir.	Portuguese territory.	French territory.	TOTAL.
1·75	...	19·59	450·09	...	...	...	...	...	...	...	3,588·01
...	...	...	31·63	...	...	...	...	...	...	...	632·57
1·75	...	19·59	490·72	...	...	...	...	...	...	...	4,220·58
...	...	...	...	314·03	550·23	...	...	...	...	...	4,304·74
...	...	...	...	87·11	145·10	...	...	...	...	...	810·81
...	...	...	...	401·14	695·33	...	...	...	...	...	5,115·55
134·92	56·03	...	...	...	...	...	151·90	...	...	...	2,587·05
...	...	...	...	...	...	...	...	...	...	...	1·00
134·92	56·03	...	...	...	...	...	151·90	...	...	...	2,588·05
...	...	...	...	...	...	...	...	...	...	...	183·63
...	...	3·65	...	...	...	...	...	...	...	...	479·52
...	...	3·65	...	...	...	...	...	...	...	...	663·15
332·32	10·00	...	218·90	...	...	...	12·99	...	...	...	599·13
...	...	...	34·25	...	...	...	...	...	...	...	34·25
332·32	10·00	...	253·15	...	...	...	12·99	...	...	...	633·38
...	...	...	...	...	...	...	...	15·92	...	...	123·86
...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	15·92	...	...	123·86
...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	21·00	...	...	...	...	...	...	...	21·00
...	...	...	21·00	...	...	...	...	...	...	...	21·00
468·99	66·03	19·59	677·99	314·03	550·23	...	164·89	15·92	...	...	11,386·42
...	...	3·65	86·88	87·11	145·10	...	...	...	...	...	1,979·15
468·99	66·03	23·24	764·87	401·14	695·33	...	164·89	15·92	...	...	13,365·57

APPENDIX

Statement showing the distribution by provinces of the mileage

Progress.	Madras.	Bombay.	Bengal.	North-Western Provinces and Oudh.	Punjab.	Central Provinces.	Assam.	Burma.
METRE GAUGE.								
STATE LINES WORKED BY COMPANIES.								
Opened for traffic	1,563·96	785·07	600·04	831·08	366·77	33·10	...	...
In progress	...	...	177·17	330·24	...	...	571·58	...
Total length sanctioned	1,563·96	785·07	777·21	1,161·32	366·77	33·10	571·58	...
STATE LINES WORKED BY THE STATE.								
Opened for traffic	...	...	564·43	...	...	...	...	886·16
In progress	...	...	...	79·40	...	...	...	261·00
Total length sanctioned	...	...	564·43	79·40	...	...	...	1,147·16
ASSISTED COMPANIES.								
Opened for traffic	...	...	41·19	53·92	...	...	77·50	...
In progress	16·81	54·59	...	...	...	...	...	...
Total length sanctioned	16·81	54·59	41·19	53·92	...	...	77·50	...
LINES OWNED BY NATIVE STATES AND WORKED BY COMPANIES.								
Opened for traffic	...	121·70	...	...	...	...	...	...
In progress	...	...	...	...	...	...	...	...
Total length sanctioned	...	121·70	...	...	...	...	...	...
LINES OWNED AND WORKED BY NATIVE STATES.								
Opened for traffic	...	...	...	...	...	...	...	...
In progress	...	...	...	...	...	...	...	...
Total length sanctioned	...	...	...	...	...	...	...	...
FOREIGN LINES.								
Opened for traffic	...	...	...	...	...	...	...	...
In progress	4·81	...	...	...	...	...	...	...
Total length sanctioned	4·81	...	...	...	...	...	...	...
TOTAL.								
Opened for traffic	1,563·96	906·77	1,205·66	885·00	366·77	33·10	77·50	886·16
In progress	21·62	54·59	177·17	409·64	...	...	571·58	261·00
Total length sanctioned	1,585·58	961·36	1,382·83	1,294·64	366·77	33·10	649·08	1,147·16

E—*continued.*

of railways and of steam tramways outside municipal limits on the 31st March 1896.

Hyderabad.	Mysore.	Rajputana.	Central India.	Baluchistan.	Sind.	Káthiáwár.	Berars.	Kashmir.	Portuguese territory.	French territory.	TOTAL.
34·37	295·00	646·50	233·81	...	...	...	...	...	...	...	5,390·70
...	...	...	...	...	...	...	...	...	...	...	1,078·99
34·37	296·00	646·50	233·81	...	...	...	...	...	...	...	6,469·69
...	...	...	...	...	...	...	...	...	...	...	1,450·59
...	...	...	...	...	...	...	...	...	...	...	340·40
...	...	...	...	...	...	...	...	...	...	...	1,790·99
...	...	...	...	...	...	...	...	...	...	...	172·61
...	...	...	...	...	...	...	...	...	...	...	71·40
...	...	...	...	...	...	...	...	...	...	...	244·01
...	66·60	...	...	...	...	...	...	...	...	...	188·30
...	...	...	...	...	...	...	...	...	...	...	...
...	66·60	...	...	...	...	...	...	...	...	...	188·30
...	...	424·31	...	...	...	379·69	...	...	...	...	804·00
...	...	163·83	...	...	...	50·30	...	...	...	...	214·13
...	...	588·14	...	...	...	429·99	...	...	...	...	1,018·13
...	...	...	...	...	...	...	...	...	51·00	7·80	58·80
...	...	...	...	...	...	...	...	...	...	9·64	14·45
...	...	...	...	...	...	...	...	...	51·00	17·44	73·25
34·37	362·60	1,070·81	233·81	...	...	379·69	...	...	51·00	7·80	8,065·00
...	...	163·83	...	...	...	50·30	...	...	...	9·64	1,719·37
34·37	362·60	1,234·64	233·81	...	...	429·99	...	...	51·00	17·44	9,784·37

APPENDIX

Statement showing the distribution by provinces of the mileage

Progress.	Madras.	Bombay.	Bengal.	North-Western Provinces and Oudh.	Punjab.	Central Provinces.	Assam.	Burma.
SPECIAL GAUGES.								
STATE LINE WORKED BY THE STATE.								
Opened for traffic	...	...	...	...	...	...	28·00	...
In progress	...	...	...	...	...	...	...	...
Total length sanctioned	...	...	...	...	...	...	28·00	...
ASSISTED COMPANIES.								
Opened for traffic	...	...	51·00	...	...	...	...	...
In progress	...	7·25	...	...	...	...	...	...
Total length sanctioned	...	7·25	51·00	...	...	...	...	...
LINES OWNED BY NATIVE STATES AND WORKED BY COMPANY.								
Opened for traffic	...	71·66	...	...	...	...	...	...
In progress	...	26·93	...	...	...	...	...	...
Total length sanctioned	...	98·59	...	...	...	...	...	...
LINE OWNED BY NATIVE STATE AND WORKED BY STATE RAILWAY AGENCY.								
Opened for traffic	...	...	22·12	...	...	...	...	...
In progress	...	...	2·25	...	...	...	...	...
Total length sanctioned	...	...	24·37	...	...	...	...	...
LINE OWNED AND WORKED BY NATIVE STATE.								
Opened for traffic	...	...	...	...	...	...	...	...
In progress	...	...	...	...	...	...	...	...
Total length sanctioned	...	...	...	...	...	...	...	...
TOTAL.								
Opened for traffic	...	71·66	73·12	...	...	...	28·00	...
In progress	...	34·18	2·25	...	...	...	...	...
Total length sanctioned	...	105·84	75·37	...	...	...	28·00	...
TOTAL ALL RAILWAYS.								
Opened for traffic	2,802·50	2,281·97	2,860·54	2,705·26	2,295·77	1,178·75	105·50	886·16
In progress	251·59	88·77	797·44	582·33	525·06	110·67	571·58	261·00
Total length sanctioned	3,054·09	2,370·74	3,657·98	3,377·59	2,820·83	1,289·42	677·08	1,147·16
STEAM TRAMWAYS OUTSIDE MUNICIPAL LIMITS.								
Opened for traffic	...	...	31·12	39·50	4·18	...	28·00	7·76
In progress	...	...	69·00	...	10·85	...	...	...
Total length sanctioned	...	...	100·12	39·50	15·03	...	28·00	7·76

E—*concluded.*

of railways and of steam tramways outside municipal limits on the 31st March 1896.

Hydera-bad.	Mysore.	Rajputana	Central India.	Baluchis-tan.	Sind.	Káthiáwár.	Berars.	Kashmir.	Portugues territory.	French territory.	TOTAL.
...	...	...	...	...	...	...	...	...	...	...	28·00
...	...	...	...		...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	28·00
...	...	...	...	...	...	...	...	...	...	...	51·00
14·50	...	...	...	...	...	...	...	...	...	...	21·75
14·50	...	...	...	...	...	...	...	...	...	...	72·75
...	...	...	...	...	...	...	...	...	...	...	71·66
...	...	...	...	...	...	...	...	...	...	...	26·93
...	...	...	...	...	...	...	...	...	...	...	98·59
...	...	...	...	...	...	...	...	...	...	...	22·12
...	...	...	...	...	...	...	...	...	...	...	2·25
...	...	...	...	...	...	...	...	...	...	...	24·37
...	...	...	...	...	...	94·36	...	...	...	...	94·36
...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	94·36	...	...	...	...	94·36
...	...	...	...	...	...	94·36	...	...	...	...	267·14
14·50	...	...	...	...	...	...	...	...	...	...	50·93
14·50	...	...	...	...	...	94·36	...	...	...	...	318·07
503·36	428·63	1,090·40	911·80	314·03	550·23	474·05	164·89	15·92	51·00	7·80	19,718·56
14·50	...	167·48	86·88	87·11	145·10	50·30	...	...	...	9·64	3,749·45
517·86	428·63	1,257·88	998·68	401·14	695·33	524·35	164·89	15·92	51·00	17·44	23,468·01
...	...	...	...	...	...	...	...	...	...	...	110·56
...	...	...	...	...	...	...	...	...	...	...	79·85
...	...	...	...	...	...	...	...	...	...	...	190·41

APPENDIX F.

Table of railways constructed in, or traversing, native states.

Classification No.	Railway.	NATIVE STATES TRAVERSED. Names of states.	Commences at: Distance from Naini junction.	Commences at: Nearest railway station.	Ends at: Distance from Naini junction.	Ends at: Nearest railway station.	Intermediate length.
	STANDARD GAUGE.		Miles. Feet.		Miles. Feet.		Miles. Feet.
I	East Indian .	Rewah* . .	29 295	Shiurájpur .	34 990	Bargarh . .	5 695
		Rewah* . .	43 2,715	Bargarh .	46 3,012	Dabhaura .	3 297
		Rewah* . .	47 372	Dabhaura .	51 2,482	Dabhaura .	4 2,110
		Rewah* . .	98 1,683	Jaitwár .	112 3,241	Sutna . .	14 1,558
		Baraundha* .	83 4,121	Majhgawán .	84 1,510	Majhgawán .	... 2,669
		Kothi* . .	84 1,510	Majhgawán .	85 2,711	Majhgawán .	1 1,201
		Kothi* . .	90 896	Majhgawán .	91 321	Majhgawán .	... 4,705
		Sohawal* .	85 2,711	Majhgawán .	87 3,990	Majhgawán .	2 1,279
		Sohawal* .	91 321	Majhgawán .	95 5,156	Jaitwár . .	4 4,835
		Panna* . .	87 3,990	Majhgawán .	90 896	Majhgawán .	2 2,186
		Nagode* . .	95 5,156	Jaitwár .	98 1,683	Jaitwár . .	2 1,607
		Nagode* . .	112 3,241	Sutna . .	128 2,099	Maihar . .	15 4,138
		Maihar* . .	128 2,099	Maihar .	160 4,525	Jukehi . .	32 2,426
						Total .	89 3,506
			Distance from Nágpur junction.		Distance from Nágpur junction.		
II	Bengal-Nágpur .	Khairagarh . .	114 3,871	Bortaláo .	139 1,705	Musrá . .	24 3,114
		Nándgaon . .	139 1,705	Musrá . .	158 2,747	Muripár . .	19 1,042
		Sakti . .	302 ...	Báráduár .	311 2,560	Sakti . .	9 2,560
		Raigarh . .	311 2,560	Sakti . .	349 3,841	Jamga . .	38 1,281
		Gángpur . .	349 3,841	Jamga .	365 3,648	Belpahár .	15 5,087
		Gángpur . .	397 ...	Bágdebí .	403 204	Jaraikela .	6 204
		Gángpur . .	419 1,615	Gárpos .	463 2,500	Jaraikela .	44 1,885
		Bámra . .	403 204	Bámra .	419 615	Gárpos . .	16 411
		Sarikela, including Banksai and Dugni zamindaris .	514 1,400	Amda . .	541 2,076	Kandra . .	7 676
	Katni branch .	Rewah . .	329 3,874	Khairi .	430 3,939	Chandia . .	101 65
						Total .	282 485
			Distance from Itársi junction.		Distance from Itársi junction.		
III	Indian Midland—						
	Bhopal-Jhánsi-Agra section.	Bhopal . .	56 5,023	Bhopal .	87 3,105	Bhilsa . .	30 3,362
		Gwalior . .	87 3,105	Bhilsa .	116 3,160	Básoda . .	29 55
		Kurwai . .	116 3,160	Básoda .	117 1,096	Básoda . .	... 3,216
		Gwalior . .	117 1,096	Básoda .	120 2,756	Bágru . .	3 1,660
		Kurwai . .	120 2,756	Bágru .	122 216	Bágru . .	1 2,740
		Gwalior . .	122 216	Bágru .	128 2,206	Kalhar . .	6 1,990
		Bhopal . .	128 2,206	Kalhar .	129 5,206	Bamora . .	1 3,000
		Kurwai . .	129 5,206	Bamora .	131 3,186	Bamora . .	1 3,260
		Kurwai . .	132 4,866	Bamora .	137 4,316	Kethora . .	4 4,730
		Orchha . .	212 129	Basai .	213 3,534	Basai . .	1 3,405
		Khaniadhána .	213 3,534	Basai .	217 2,539	Basai . .	3 4,885
		Datia . .	248 1,961	Datia .	266 4,990	Dabra . .	18 3,029
		Gwalior . .	266 4,990	Dabra .	334 1,591	Hetampur .	67 1,881
		Dholpur . .	334 1,591	Hetampur .	353 4,745	Saiya . .	19 3,154
	Jhánsi-Mánikpur section.	Orchha . .	242 477	Jhánsi .	243 2,547	Jhánsi . .	1 2,070
		Orchha . .	244 1,097	Jhánsi .	246 357	Barwa Ságar .	1 4,540
		Orchha . .	246 3,937	Barwa Ságar .	249 2,907	Barwa Ságar .	2 4,250
		Orchha . .	252 437	Barwa Ságar .	258 647	Teharka . .	6 210
		Orchha . .	248 4,287	Teharka .	258 4,587	Teharka . .	10 300
		Orchha . .	260 1,087	Teharka .	267 3,467	Teharka . .	7 2,380
		Alipura . .	286 2,217	Harpálpur .	290 4,107	Harpálpur .	4 1,890
		Alipura . .	292 3,927	Harpálpur .	293 1,517	Harpálpur .	... 2,870
		Garauli . .	300 827	Jaitpur .	301 1,327	Jaitpur . .	1 500
		Pahra . .	391 322	Tamlia .	391 2,322	Tamlia . .	... 2,000
		Taraon . .	391 2,322	Tamlia .	396 2,467	Chitrakót .	5 145
	Jhánsi-Cawnpore section.	Samther . .	263 4,907	Moth .	268 1,617	Moth . .	4 1,990
		Samther . .	276 4,317	Púnch .	279 2,877	Púnch . .	2 3,840
		Samther . .	281 767	Púnch .	284 3,277	Púnch . .	3 2,510
						Total .	242 622
						Carried over .	613 4,613

* The lands occupied by the East Indian railway in the states marked with an asterisk have been ceded to the British Government in full sovereignty, and therefore, now form part of British India.

APPENDIX F—*continued.*

Table of railways constructed in, or traversing, native states—continued.

Classification No.	Railway.	Native States traversed. Names of states.	Commences at: Distance from Godhra.	Commences at: Nearest railway station.	Ends at: Distance from Godhra.	Ends at: Nearest railway station.	Intermediate length.
			Miles. Feet.		Miles. Feet.		Miles. Feet.
	STANDARD GAUGE —*continued.*					Brought forward .	613 4,613
V	Godhra-Rutlam-Nagda.	Baria . .	14 1,940	Sunth Road .	15 2,400	Sunth Road .	1 460
		Baria . .	15 4,150	Sunth Road .	35 1,041	Jékót .	19 2,171
		Jhabua . .	59 2,230	Anás .	66 330	Meghnagar .	6 3,380
		Jhabua . .	66 330	Meghnagar .	68 800	Meghnagar .	2 470
		Jhabua . .	68 800	Meghnagar .	75 1,335	Bajranggarh .	7 555
		Indore . .	75 1,335	Bajranggarh .	83 3,630	Amargarh .	8 2,275
		Jhabua . .	83 3,630	Amargarh .	84 4,130	Amargarh .	1 500
		Indore . .	84 4,130	Amargarh .	88 500	Bamnia .	3 1,650
		Jhabua . .	88 500	Bamnia .	91 2,340	Bhairongarh .	3 1,840
		Sailana . .	91 2,340	Bhairongarh .	107 3,080	Marwani .	16 740
		Rutlam . .	107 3,080	Marwani .	115 1,610	Rutlam .	7 3,810
						Total .	76 2,011
			Distance from Dhond junction.		Distance from Dhond junction.		
VII	Dhond-Manmád .	Hyderabad .	105 3,432	Puntámba .	107 2,145	Samvatsar .	1 3,993
			Distance from Kurrachee.		Distance from Kurrachee.		
XII	North Western (state).	Patiála . .	951 808	Sánahwál .	955 1,668	Dorśha .	4 860
		Patiála . .	956 3,474	Dorśha .	957 2,550	Dorśha .	... 4,356
		Patiála . .	963 375	Khanna .	963 4,029	Khanna .	... 3,654
		Patiála . .	969 3,817	Khanna .	970 4,023	Khanna .	1 206
		Nábha . .	970 4,023	Khanna .	970 5,037	Khanna .	... 1,014
		Patiála . .	970 5,037	Khanna .	971 3,126	Sirhínd .	... 3,369
		Nábha . .	971 3,126	Sirhínd .	971 3,500	Sirhínd .	... 374
		Patiála . .	971 3,500	Sirhínd .	1,002 3,892	Umballa City .	31 392
		Kapurthala .	882 3,803	East bank, Beas	893 1,133	Hamira .	10 2,610
		Kapurthala .	910 509	Jullundur Cantonment .	921 918	Phagwára .	11 409
		Bahawalpur* .	407 1,668	Reti .	554 3,777	Adamwahan bridge	147 2,109
		Kalát .	359 4,100	Jacobabad .	Ends beyond limit of main line section. †		
						Total .	207 3,513
			Distance from Moghal Sarai.		Distance from Moghal Sarai.		
XIV	Oudh and Rohilkhand (state).	Rámpur . .	376 3,264	Mungra .	377 1,244	Mungra .	... 3,260
		Rámpur . .	377 3,654	Milak .	396 1,989	Rámpur .	18 3,615
						Total .	19 1,595
			Distance from Bombay.		Distance from Bombay.		
XXIV	Great Indian Peninsula.	Akalkot* . .	298 4,257	Tilate .	315 2,970	Boroti .	16 3,993
		Kurundvád . .	315 2,970	Boroti .	324 478	Dudhni .	8 2,788
		Hyderabad . .	324 468	Dudhni .	442 236	Ráichúr .	117 5,048
		Hyderabad . .	300 1,402	Khámkhed .	452 825	Pulgaon .	151 4,703
						Total .	295 692
XXV	Bombay, Baroda and Central India—						
	Bombay to Ahmedabad.	Baroda* . .	134 2,290	Bilimora .	137 3,855	Amalsád .	3 1,565
		Baroda* . .	137 5,157	Amalsád .	138 2,797	Amalsád .	... 2,920
		Sachín* . .	142 2,230	Amalsád .	143 4,676	Vedcha .	1 2,446
		Baroda* . .	148 1,942	Navsári .	156 2,134	Sachín .	8 192
		Sachín* . .	156 2,134	Sachín .	160 4,446	Sachín .	4 2,312
		Baroda* . .	177 1,994	Sáyan .	177 2,657	Sáyan .	... 663
		Baroda* . .	182 4,237	Kim .	190 2,344	Pánoli .	7 3,387
		Baroda* . .	217 4,582	Pálej .	218 3,980	Pálej .	... 4,975
		Baroda* . .	219 4,898	Pálej .	258 3,140	Vásad .	38 3,522
		Baroda* . .	286 1,296	Nadiád .	287 3,261	Mehmadabad .	1 1,965
	Ahmedabad to Wadhwán.	Bajána . .	357 3,960	Sábli Road .	359 1,760	Sábli Road .	1 3,080
		Bajána . .	360 1,795	Sábli Road .	366 3,510	Lilápur Road .	6 1,715
		Lakhtar . .	366 3,510	Lilápur Road .	366 3,750	Lilápur Road .	... 240
		Lakhtar . .	369 4,240	Lilápur Road .	378 4,170	Lakhtar .	8 5,210
		Wadhwán . .	378 4,170	Lakhtar .	389 3,020	Wadhwán .	10 4,130
						Total .	94 1,362
						Carried over .	1,308 1,939

* The lands occupied by the North Western (state), Great Indian Peninsula and the Bombay, Baroda and Central India railways in the states marked with an asterisk have been ceded to the British Government in full sovereignty, and, therefore, now form part of British India.

† Not known.

APPENDIX F—*continued.*

Table of railways constructed in, or traversing, native states—continued.

Classification No.	Railway.	Native states traversed, Commences at: Names of states.	Commences at: Distance from Viramgám junction.	Commences at: Nearest railway station.	Ends at: Distance from Viramgám junction	Ends at: Nearest railway station.	Intermediate length.
	STANDARD GAUGE—*contd.*		Miles. Feet.		Miles. Feet.		Miles. Feet.
XXV	BOMBAY, BARODA AND CENTRAL INDIA—*concld.*					Brought forward .	1,308 1,939
	PÁTRI BRANCH .	Pátri . .	6 3,829	Jhund . .	9 2,326	Jhund . .	2 3,777
		Baját̃na . .	9 2,336	Jhund . .	11 196	Jhund . .	1 3,140
		Pátri . .	11 196	Jhund . .	20 2,340	Pátri . .	9 2,144
						TOTAL .	13 3,781
XXVI	MADRAS—		Distance from Madras.		Distance from Madras.		
	SOUTH-WEST LINE—						
	BANGALORE BRANCH	Mysore . .	163 1,459	Kámasamudram	219 1,875	Bangalore City .	56 416
	NORTH-WEST LINE	Hyderabad .	333 5,170	Tungabhadra .	350 4,310	Ráichúr . .	16 4,420
						TOTAL .	72 4,836
			Distance from Jumna bridge, Delhi.		Distance from Jumna bridge, Delhi.		
XXVII	DELHI-UMBALLA-KALKA.	Patiála . .	131 686	Lalru . .	136 2,940	Ghaggar . .	5 2,254
		Kalsia . .	136 2,940	Ghaggar .	137 4,900	Ghaggar . .	1 1,960
		Patiála . .	137 4,900	Ghaggar .	138 5,720	Ghaggar . .	1 320
		Kalsia . .	138 5,220	Ghaggar .	142 4,623	Ghaggar . .	3 4,683
		Kalsia . .	144 3,220	Ghaggar .	147 3,355	Ghaggar . .	3 105
		Patiála . .	154 4,463	Chandigarh .	160 4,262	Kalka . .	... 1,990
		Patiála . .	161 836	Kalka . .	161 2,736	Kalka . .	5 5,079
						TOTAL .	21 553
			Distance from Jalamb junction.		Distance from Jalamb junction.		
XXXI	KHÁMGAON . .	Hyderabad .	...	Jalamb . .	7 2,889	Khámgaon .	7 2,889
			Distance from Badnera junction.		Distance from Badnera junction.		
XXXII	AMRÁOTI . .	Hyderabad .	...	Badnera .	5 2,300	Amráoti . .	5 2,300
			Distance from Itársi junction.		Distance from Itársi junction		
XXXIII	BÍNA-GOONA—	Gwalior . .	157 652	Mangavali .	216 5,012	Goona . .	59 4,360
			Distance from Bhopal.		Distance from Bhopal.		
XXXIV	BHOPAL-UJJAIN	Bhopal . .	... ...	Bhopal . .	32 455	Parbati . .	32 455
		Gwalior . .	32 455	Parbati . .	90 2,755	Maksi . .	58 2,300
		Indore . .	90 2,755	Maksi . .	100 1,655	Tajpur . .	9 4,180
		Dewas (senior) .	100 1,655	Tajpur . .	102 1,305	Tajpur . .	1 4,930
		Gwalior . .	102 1,305	Tajpur . .	114 55	Ujjain . .	11 4,030
						TOTAL .	114 55
			Distance from Itársi junction.		Distance from Itársi junction.		
XXXV	BHOPAL-ITÁRSI (NATIVE STATE SECTION)	Bhopal . .	13 660	Hoshangabad .	56 5,023	Bhopal . .	43 4,363
			Distance from Wádi junction.		Distance from Wádi junction.		
XXXVI	THE NIZAM'S GUARANTEED STATE.	Hyderabad .	...	Wádi . .	312 4,893	Gangineni .	312 4,893
		Hyderabad .	111 2,800	Husain Ságar .	115 280	Hyderabad .	3 2,760
		Hyderabad .	115 2,421	Trimulgherry .	117 3,440	Trimulgherry .	2 1,019
		Hyderabad .	254 4,481	Dornakal .	271 1,754	Mineral terminus	16 2,553
						TOTAL .	335 665
XXXVII	THE GAEKWAR'S PETLÁD—		Distance from Anand junction.		Distance from Anand junction.		
	ÁNAND TO PETLÁD	Baroda . .	6 420	Agás . .	13 1,860	Petlád . .	7 1,440
						Carried over .	1,989 779

APPENDIX F—*continued.*

Table of railways constructed in, or traversing, native states—continued.

Classification No.	Railway.	NATIVE STATES TRAVERSED. Names of states.	Commences at: Distance from Madras.	Commences at: Nearest railway station.	Ends at: Distance from Madras.	Ends at: Nearest railway station.	Intermediate length.
			Miles. Feet.		Miles. Feet.		Miles. Feet.
						Brought forward	1,989 779
	STANDARD GAUGE *contd.*						
XXXVIII	Kolar Gold-fields	Mysore	175 1,441	Bowringpet	185 2,151	Marikuppam	9 4,987
			Distance from Kurrachee.		Distance from Kurrachee.		
XL	Rájpura-Bhátinda	Patiála	992 3,865	Rájpura	1,014 665	Dhablán	21 2,080
		Nábha	1,014 665	Dhablán	1,017 1,705	Dhablán	3 1,040
		Patiála	1,017 1,705	Dhablán	1,019 2,365	Dhablán	2 660
		Nábha	1,019 2,365	Nábha	1,025 2,297	Nábha	5 5,212
		Patiála	1,025 2,297	Nábha	1,027 2,323	Nábha	2 26
		Nábha	1,027 2,323	Nábha	1,028 1,726	Chintanwala	... 4,683
		Patiala	1,028 1,726	Chintanwala	1,033 1,199	Chintanwala	4 4,753
		Nabha	1,033 1,199	Chintanwala	1,035 1,526	Chintanwala	2 327
		Patiála	1,035 1,526	Chintanwala	1,073 4,340	Tappa	38 2,814
		Nábha	1,075 908	Tappa	1,080 2,286	Rámpura Phúl	5 1,378
		Patiála	1,080 2,286	Rámpura Phúl	1,081 3,078	Rámpura Phúl	1 792
		Patiala	1,093 2,117	Bhuchchu	1,100 2,941	Bhátinda	7 824
						Total	94 3,469
XLI	Jammu and Kashmir (Native State Section).	Kashmir	920 2,640	Suchetgarh	936 2,217	Tawi river	15 4,857
						Total standard gauge,	2,109 3,532
	METRE GAUGE						
XLV	Rajputana-Malwa—		Distance from Delhi junction.		Distance from Delhi junction.		
	Delhi to Ahmedabad.	Patandi	35 194	Játaoli	39 177	Játaoli	3 5,263
		Patandi	41 218	Játaoli	41 255	Játaoli	... 37
		Nábha	57 180	Báwal	68 5	Ajeráka	10 5,105
		Uiwur	68 5	Ajeráka	125 ...	Baswa	56 5,275
		Jeypore	125 ...	Baswa	245 3,100	Sáli	120 3,100
		Jeypore	245 4,460	Sáli	246 570	Sáli	... 1,390
		Jeypore	246 1,025	Sáli	247 2,645	Tilaunia	1 1,620
		Kishengurh	245 3,100	Sáli	245 4,460	Sáli	... 1 360
		Kishengurh	246 570	Sáli	246 1,025	Sáli	... 455
		Kishengurh	247 2,645	Tilaunia	249 1,173	Tilaunia	1 3,808
		Kishengurh	251 1,109	Tilaunia	261 217	Kishengurh	9 4,388
		Jodhpore	318 888	Sendra	431 4,261	Keshavganj	113 3,373
		Sirohee	431 4,261	Keshavganj	472 1,508	Maval	40 2,527
		Pálanpur	472 1,508	Maval	511 4,520	Chhápi	39 3,012
		Baroda	511 4,520	Chhápi	568 750	Kálol	56 1,510
						Total	455 5,263
			Distance from Phulera junction.		Distance from Phulera junction.		
	Sámbhar branch	Jeypore and Jodhpore	1 48	Phulera	6 7	Sámbhar	4 5,239
		Jodhpore	6 7	Sámbhar	21 5,214	Kuchámán Road	15 5,207
						Total	20 5,166
			Distance from Agra junction.		Distance from Agra junction.		
	Agra branch	Bhurtpore	21 88	Ikran	58 119	Kherli	37 31
		Ulwur	58 119	Kherli	67 83	Ghosráná	8 5,244
		Ulwur	68 168	Ghosráná	69 150	Ghosráná	... 5,262
		Ulwur	76 ...	Hindaun Road	77 50	Rámpura	1 50
		Ulwur	78 25	Rámptra	83 145	Biwai	5 120
		Uiwur	85 ...	Biwai	87 43	Biwai	2 43
		Jeypore	67 83	Ghosráná	68 168	Ghosráná	1 85
		Jeypore	69 150	Ghosráná	76 ...	Hindaun Road	6 5,130
		Jeypore	77 50	Rámpura	78 25	Rámpura	... 5,255
		Jeypore	83 145	Biwai	85 ...	Biwai	1 5,135
		Jeypore	87 43	Biwai	93 2,758	Bándikui	6 2,715
						Total	72 2,670
						Carried over	549 2,539

APPENDIX F—*continued.*

Table of railways constructed in, or traversing, native states—continued.

Classification No.	Railway.	NATIVE STATES TRAVERSED. Names of states.	Commences at: Distance from Ajmere junction. Miles.	Feet.	Commences at: Nearest railway station.	Ends at: Distance from Ajmere junction. Miles.	Feet.	Ends at: Nearest railway station.	Intermediate length. Miles.	Feet.
	METRE GAUGE—*contd.*									
XLV	RAJPUTANA-MALWA—*concld.*							Brought forward	549	2,539
	MALWA SECTION (AJMERE TO KHANDWA).	Oodeypore	41	1,950	Barl	122	5,030	Shambhúpúra	81	3,080
		Oodeypore	125	5,090	Shambhúdpúra	127	1,250	Shambhúpúra	1	1,440
		Tonk	123	5,030	Shambhúdpúra	125	5,090	Shambhúpúra	3	60
		Tonk	127	1,250	Shambhúdpúra	138	2,200	Kesarpura	11	950
		Tonk	143	2,700	Kesarpura	145	1,200	Neemuch	1	3,780
		Gwalior	138	2,200	Kesarpura	143	2,700	Kesarpura	5	500
		Gwalior	145	1,200	Neemuch	163	2,400	Malhárgarh	18	1,200
		Gwalior	174	2,720	Tharod	205	5,130	Dhodhar	31	2,410
		Gwalior	249	3,900	Runija	258	3,160	Barnagar	8	4,540
		Gwalior	259	4,070	Barnagar	271	1,700	Chambal	11	2,910
		Gwaljor	278	3,360	Fatehabad	281	3,600	Fatehabad	3	1,240
		Indore and Gwalior combined	282	2,900	Fatehabad	285	4,800	Fatehabad	3	1,900
		Sindia	287	2,700	Ajnod	287	3,300	Ajnod	...	600
		Indore and Gwalior combined	288	1,700	Ajnod	289	2,800	Ajnod	1	1,100
		Indore and Gwalior combined	291	2,900	Ajnod	292	150	Ajnod	...	2,530
		Gwalior	292	150	Ajnod	294	150	Pália	2	...
		Jaora	163	2,400	Malhárgarh	170	1,700	Piplia	6	4,580
		Jaora	171	4,980	Tharod	172	4,280	Tharod	...	4,580
		Jaora	173	1,000	Tharod	173	1,650	Tharod	...	650
		Jaora	205	5,130	Dhodhar	219	4,080	Námli	13	4,230
		Indore	170	1,700	Pipilia	171	4,980	Tharod	1	3,280
		Indore	172	4,280	Tharod	173	1,000	Tharod	...	2,000
		Indore	173	1,650	Tharod	174	2,720	Tharod	1	1,070
		Indore	271	1,700	Chambal	278	2,360	Fatehabad	7	660
		Indore	281	3,600	Fatehabad	282	2,900	Fatehabad	...	4,580
		Indore	285	4,800	Fatehsbad	287	2,700	Ajnod	1	3,180
		Indore	287	3,300	Ajnod	288	1,700	Ajnod	...	3,680
		Indore	289	2,800	Ajnod	291	2,900	Ajnod	2	100
		Indore	294	150	Pália	355	...	Mortakka	60	5,130
		Indore	358	1,200	Sanáwad	363	1,800	Nimar Kheri	5	600
		Indore	366	3,300	Nimar Kheri	367	1,450	Nimar Kheri	...	3,430
		Rutlam	219	4,080	Námli	222	3,050	Námli	2	4,250
		Rutlam	222	5,050	Námli	226	650	Námli	3	880
		Rutlam	229	550	Rutlam	235	400	Rutlam	5	5,130
		Rutlam	235	1,050	Rutlam	242	4,830	Naugánwán	7	3,780
		Rutlam	244	4,880	Naugánwán	246	4,930	Naugánwán	2	50
		Sailána	222	3,050	Námli	222	5,050	Námli	...	2,000
		Sailána	226	650	Námli	229	550	Rutlam	2	5,180
		Sailána	235	400	Rutlam	235	1,050	Rutlam	...	650
		Sailána	242	4,830	Naugánwán	244	4,880	Naugánwán	2	50
		Sailána	246	4,930	Naugánwán	249	600	Runija	2	950
		Dhár	249	600	Runija	249	3,900	Runija	...	3,300
		Dhár	258	3,160	Barnagar	259	4,070	Barnagar	1	910
								TOTAL	319	2,080
			Distance from Fatehabad junction.			Distance from Fatehabad junction.				
	UJJAIN BRANCH	Gwalior	...		Fatehabad	10	400	Ujjain	10	400
		Indore	10	400	Ujjain	10	2,700	Ujjain	...	2,300
		Gwalior	10	2,700	Ujjain	14	1,500	Ujjain	3	4,080
								TOTAL	14	1,500
			Distance from Rewári junction.			Distance from Rewári junction.				
	REWÁRI TO FEROZEPORE.	Dujána	19	1,300	Kosli	19	3,350	Kosli	...	2,050
		Dujána	20	220	Kosli	22	430	Jhirlf	2	210
		Und	29	2,975	Jhárlf	45	2,000	Mánheru	15	4,305
		Patidla	164	2,100	Kalánwáli	190	2,330	Goniána	26	230
		Patidla	190	4,000	Goniána	191	300	Goniána	...	1,580
		Farídkot	190	2,330	Goniána	190	4,000	Goniána	...	1,670
		Farídkot	191	300	Goniána	195	2,400	Goniána	4	2,100
		Farídkot	203	2,475	Jaitu	231	2,200	Golewála	27	5,005
		Nábha	195	2,400	Goniána	203	2,475	Jaitu	8	75
								TOTAL	85	1,385
								Carried over	968	2,224

APPENDIX F—*continued.*

Table of railways constructed in, or traversing, native states—continued.

Classification No.	Railway.	NATIVE STATES TRAVERSED. Names of states.	Commences at: Distance from Kot Kapura junction.	Commences at: Nearest railway station.	Ends at: Distance from Kot Kapura junction.	Ends at: Nearest railway station.	Intermediate length.
	METRE GAUGE—*contd.*		Miles. Feet.		Miles. Feet.		Miles. Feet.
XLV	RAJPUTANA-MALWA—*concld.*					Brought forward	968 2,224
	FÁZILKA BRANCH	Faridkot	...	Kot Kapúra	7 2,350	Bariwála	7 2,350
			Distance from Cawnpore.		Distance from Cawnpore.		
	CAWNPORE TO ACHNERA.	Bhurtpore	221 3,540	Bhainsa	225 384	Bhainsa	3 1,124
			Distance from Pálanpur.		Distance from Pálanpur.		
XLVI	PÁLANPUR-DEESA	Pálanpur	...	Pálanpur	17 2,240	Deesa	17 2,240
			Distance from Portuguese frontier.		Distance from Portuguese frontier.		
XLVII	SOUTHERN MAHRATTA—MAIN LINE	Hyderabad	126 3,813	Harlápur	161 488	Munirabad	34 1,955
		Akalkot	395 4,488	Tarlupádu	405 3,549	Márkapur Road	9 4,341
		Akalkot	408 3,436	Márkapur Road	409 2,845	Gajjalakonda	... 4,689
		Akalkot	412 1,883	Gajjalakonda	429 3,300	Kurichédu	17 1,417
						TOTAL	62 1,842
			Distance from Londa junction.		Distance from Londa junction.		
	POONA BRANCH	Kurundvád	26 1,125	Desur	28 4,325	Desur	2 3,200
		Sángli	37 4,150	Sulebhávi	38 2,975	Sulebhávi	... 4,105
		Sángli	41 2,625	Sulebhávi	47 1,250	Suldhál	5 3,905
		Kurundvád	49 3,375	Suldhál	50 2,200	Suldhál	... 4,105
		Kolhápur	79 3,500	Chikodi Road	80 3,100	Chikodi Road	... 4,880
		Kurundvád	80 3,100	Chikodi Road	82 3,350	Raibag	2 250
		Kolhápur	82 3,350	Raibag	88 4,125	Raibag	6 775
		Kolhápur	91 50	Raibag	94 4,000	Kudchi	3 3,950
		Sángli	99 900	Kudchi	103 1,825	Shedbal	4 925
		Miraj	108 1,875	Shedbal	110 4,280	Shedbal	2 2,405
		Sángli	110 4,280	Shedbal	113 5,125	Miraj	3 845
		Miraj	113 5,125	Miraj	119 5,230	Miraj	6 105
		Sángli	123 1,900	Sángli	123 2,200	Sángli	... 300
		Miraj	123 2,000	Sángli	125 2,480	Sángli	2 480
		Sángli	125 2,480	Sángli	126 2,950	Sángli	1 470
		Sángli	127 1,600	Sángli	130 2,120	Ashta Road	3 520
		Aundh	142 1,800	Kundal Road	143 2,590	Kundal Road	1 790
		Sángli	143 2,575	Kundal Road	143 4,825	Kundal Road	... 2,250
		Aundh	144 2,825	Kundal Road	145 1,575	Takari	... 4,030
		Sángli	145 1,575	Takari	146 1,850	Takari	1 275
		Sángli	146 3,950	Takari	147 1,340	Takari	... 2,670
		Aundh	150 3,420	Takari	151 3,160	Shenoli	... 5,020
		Aundh	164 4,225	Karad	165 1,380	Karad	... 2,435
		Jamkhandi	169 3,250	Masur	171 1,675	Masur	1 3,705
		Phaltan	212 2,575	Wathar	224 140	Lonand	11 2,845
						TOTAL	63 2,440
			Distance from Gadag junction.		Distance from Gadag junction.		
	BIJÁPUR BRANCH	Rámdrug	21 2,030	Mallápur	26 3,380	Álúr	5 1,350
		Sángli	149 3,980	Lachyán	153 5,256	Lachyán	4 1,270
		Akalkot	156 1,320	Lachyán	166 2,860	Tadval	10 1,540
						TOTAL	19 4,160
			Distance from Hubli junction.		Distance from Hubli junction.		
	HARIHAR BRANCH	Jamkhandi	5 807	Kundgol	18 4,826	Gudgeri	13 4,019
		Miraj (Junior)	18 4,826	Gudgeri	23 4,284	Yalvigi	4 4,738
		Savanúr	30 2,009	Hattimattur	30 2,656	Hattimattur	... 647
		Savanúr	37 588	Karajgi	38 4,558	Karajgi	1 3,970
						TOTAL	20 2,814
XLIX	SOUTHERN MAHRATTA (MYSORE SECTION).	Mysore	81 1,320	Harihar	377 1,636	Mysore	296 316
						Carried over	1,458 4,670

APPENDIX F—*continued.*

Table of railways constructed in, or traversing, native states—continued.

Classification No.	Railway.	Native States traversed. Names of states.	Commences at: Distance from Sára.	Commences at: Nearest railway station.	Ends at: Distance from Sára.	Ends at: Nearest railway station.	Intermediate length.
	METRE GAUGE—*contd.*		Miles. Feet.		Miles. Feet.		Miles. Feet.
						Brought forward	1,458 4,670
LIII	EASTERN BENGAL (STATE) (NORTHERN SECTION).	Cooch Behar	157 2,253	Haldibári	163 1,891	Mandalghát	5 4,918
LXIII	THE GAEKWAR'S MEHSÁNA—		Distance from Mehsána junction.		Distance from Mehsána junction.		
	MEHSÁNA TO VIRAMGÁM.	Baroda, Kotosan and Ijpura estates (Mahi Kántha Agency).	...	Mehsána	10 313	Jhotana	10 313
	MEHSÁNA TO PÁTAN	Baroda	...	Mehsána	12 261	Jhotana	1 5,228
	MEHSÁNA TO KHERÁLU.	Baroda	...	Mehsána	25 ...	Pátan	25 ...
					27 25	Khérálu	27 25
						TOTAL	64 286
			Distance from Miraj junction.		Distance from Miraj junction.		
LXIV	KOLHÁPUR	Miraj	...	Miraj	3 2,112	Miraj	3 2,112
		Kolhápur	5 2,323	Shirol Road	29 1,056	Kolhápur	23 4,013
						TOTAL	27 845
			Distance from Yesvantpur.		Distance from Yesvantpur.		
LXV	YESVANTPUR-MYSORE FRONTIER.	Mysore	...	Yesvantpur	51 1,848	Dod Kurugod	51 1,848
			Distance from Mysore.		Distance from Mysore.		
LXVI	MYSORE-NANJANGÚD	Mysore	...	Mysore	15 1,320	Nanjangúd	15 1,320
LXVII	JODHPORE-BICKANEER—		Distance from Marwar junction.		Distance from Marwar junction.		
	MARWAR RAILWAY JUNCTION TO KUCHÁMAN ROAD	Jodhpore	...	Marwar	201 ...	Kucháman Road	201 ...
	MERTA ROAD TO BICKANEER.	Jodhpore	128 ...	Merta Road	187 2,590	Bhagu	59 2,590
		Bickaneer	187 2,590	Bhagu	187 4,326	Bhagu	... 1,736
		Jodhpore	187 4,326	Bhagu	188 340	Bhagu	... 1,294
		Bickaneer	188 340	Bhagu	231 ...	Bickaneer	42 4,940
	LÚNI JUNCTION TO PACHPADRA.	Jodhpore	44 ...	Lúni junction	104 ...	Pachpadra	60 ...
			Distance from Chitorgarh.		Distance from Chitorgarh.		
						TOTAL	364 ...
LXVIII	OODEYPORE-CHITOR	Oodeypore	1 3,696	Berach, near Chitorgarh	62 68	Debari, near Oodeypore.	60 1,652
LXIX	BHÁVNAGAR-GONDAL-JUNÁGARH-PORBANDAR—		Distance from Bhávnagar bandar.		Distance from Bhávnagar bandar.		
	BHÁVNAGAR TO WADHWÁN.	Bhávnagar	...	Bhávnagar	3 3,900	Ghadechi	3 3,900
		Bhávnagar	5 1,500	Ghadechi	9 2,920	Vartej	4 1,420
		Shahpur	9 2,920	Vartej	10 4,380	Vartej	1 1,460
		Bhávnagar	10 4,380	Vartej	11 300	Vartej	... 1,200
		Bhojavadar	11 300	Vartej	11 2,500	Sihor	... 2,200
		Bhávnagar	11 2,500	Sihor	18 1,900	Songad	6 4,680
		Songad	18 1,900	Songad	19 3,380	Songad	1 1,480
		Bhávnagar	19 3,380	Songad	25 2,900	Sanosra	5 4,800
		Warahi	25 2,900	Sanosra	28 1,800	Sanosra	2 4,180
		Bhávnagar	28 1,800	Sanosra	32 3,360	Dhola	4 1,560
		Vangadhra	32 3,360	Dhola	33 1,850	Dhola	... 3,770
		Bhojavadar	33 1,850	Dhola	35 3,100	Dhola	2 1,250
		Chobari	35 3,100	Dhola	38 1,200	Ujalváv	2 3,380
		Bhávnagar	38 1,200	Songad	38 2,700	Ujalváv	... 1,500
		Ramanka	38 2,700	Ujalváv	39 2,950	Ujalváv	1 250
		Chitravad	39 2,950	Ujalváv	40 4,280	Ujalváv	1 1,330
		Vala	43 2,700	Ningála	44 1,550	Ningála	... 4,130
		Bhávnagar	44 2,400	Ningála	60 4,420	Botád	16 2,020
		Chuda	75 1,360	Ránpur	82 2,100	Chuda	7 740
		Karol	82 2,100	Chuda	85 20	Chuda	2 3,200
		Limbdi	85 20	Chuda	93 1,530	Limbdi	8 1,510
		Wadhwán	93 1,530	Limbdi	104 1,600	Wadhwán City	11 70
							85 2,510
						Carried over	2,046 4,979
							85 2,510

APPENDIX F—*continued.*

Table of railways constructed in, or traversing, native states—continued.

Classification No.	Railway.	Native States traversed.								Intermediate length.	
		Names of states.	Commences at			Ends at					
			Distance from Jetalsar junction.		Nearest railway station.	Distance from Jetalsar junction.		Nearest railway station.			
			Miles.	Feet.		Miles.	Feet.			Miles.	Feet.
LXIX	METRE GAUGE—*concld.*										
	BHÁVNAGAR-GONDAL-JUNÁGÁRH-PORBANDAR—*concld.*								Brought forward	2,046	4,979
										85	2,510
	DHOLA TO PORBANDAR.	Bhávnagar	32	...	Dhola	32	4,820	Dhola		...	4,820
		Vangadhra	32	4,820	Dhola	33	500	Dhola		...	960
		Bhojavadar	33	500	Dhola	34	880	Dhola		1	380
		Bhávnagar	34	880	Dhola	34	1,100	Dhola		...	220
		Limbda	37	850	Jália	40	2,000	Jália		3	1,150
		Jália	40	2,000	Jália	41	1,000	Jália		...	4,280
		Bhávnagar	41	1,000	Jália	47	1,350	Dhasa		6	350
		Baroda	47	1,350	Dhasa	54	4,900	Láthi		7	3,550
		Láthi	54	4,900	Láthi	58	2,520	Láthi		3	2,900
		Jetpur	58	2,520	Láthi	63	480	Chital		4	3,240
		Baroda	63	480	Chital	65	100	Chital		1	4,900
		Jetpur	65	100	Chital	70	3,620	Chital		5	3,520
		Kotra Pitha	70	3,620	Chital	73	2,930	Luni-dhár		2	4,590
		Jetpur	73	2,930	Luni-dhár	78	1,700	Luni dhár		4	4,050
		Junágarh	78	1,700	Luni dhár	78	3,950	Luni-dhár		...	2,250
		Jetpur	78	3,950	Luni-dhár	87	5,110	Kunkáváv		9	1,160
		Junágarh	87	5,110	Kunkáváv	91	3,860	Khákharya		3	4,030
		Jetpur	91	3,860	Khákharya	94	2,400	Khákharya		2	3,820
		Junágarh	94	2,400	Khákharya	96	800	Vávdi		1	3,080
		Bantwa	96	800	Vavdi	96	4,500	Vávdi		...	3,700
		Junágarh	96	4,500	Vávdi	97	1,420	Vávdi		...	2,200
		Bantwa	97	1,420	Vávdi	98	1,660	Vávdi		1	240
		Junágarh	98	1,660	Vávdi	101	4,700	Vávdi		3	3,040
		Jetpur	101	4,750	Vávdi	110	3,100	Jetalsar		8	3,680
		Gondal	110	3,100	Jetalsar	112	4,100	Jetalsar		2	1,000
		Junágarh	112	4,100	Jetalsar	117	1,200	Dhoraji		4	2,380
		Gondal	117	1,200	Dhoraji	151	2,330	Jám Jodhpore		34	1,150
		Navanagar	151	2,330	Jám Jodhpore	173	300	Sakhpur		21	3,250
		Porbandar	173	300	Sakhpur	189	5,150	Porbandar		16	4,850
								TOTAL		240	2,630
	JETALSAR TO VERÁVAL	Gondal		...	Jetalsar	1	4,670	Jetalsar		1	4,670
		Jetpur	1	4,670	Jetalsar	4	2,055	Choki		3	2,665
		Gondal	4	2,055	Choki	4	3,610	Choki		...	1,555
		Junágarh	4	3,610	Choki	40	5,010	Keshod		36	1,400
		Junágarh	40	5,010	Keshod	47	1,050	Mália		6	1,320
		Junágarh	47	1,050	Mália	67	980	Verával		19	5,210
								TOTAL		67	980
LXX	JETALSAR-RÁJKOT	Gondal		...	Jetalsar	...	4,400	Jetalsar		...	4,400
		Junágarh	...	4,400	Jetalsar	4	1,590	Navagadh		3	2,470
		Jetpur	4	1,590	Navagadh	8	3,400	Virpur		4	1,810
		Virpur	8	3,400	Virpur	12	5,165	Virpur		4	1,765
		Gondal	12	5,165	Virpur	27	4,040	Gondal		14	4,155
		Kotra Sangani	27	4,040	Gondal	31	3,970	Ribda		3	5,210
		Gondal	31	3,970	Ribda	34	20	Ribda		2	1,330
		Shahpur	34	20	Ribda	36	2,300	Ribda		2	2,280
		Gadhka	36	2,300	Ribda	36	4,975	Ribda		...	2,675
		Lodhika	36	4,975	Ribda	37	225	Ribda		...	530
		Gadhka	37	225	Ribda	38	2,570	Ribda		1	2,345
		Lodhika	38	2,570	Ribda	38	3,040	Ribda		...	470
		Kankashiali	38	3,040	Ribda	39	2,610	Ribda		...	4,850
		Kotaria	39	2,610	Ribda	42	2,600	Rájkot		2	5,270
		Rájkot	42	2,600	Rájkot	45	3,100	Rájkot		3	500
		Rájkot	45	3,700	Rájkot	45	4,800	Rájkot		...	1,100
								TOTAL		45	4,200
								TOTAL METRE GAUGE.		2,400	2,229

APPENDIX F—*concluded.*

Table of railways constructed in, or traversing, native states—concluded.

Classification No.	Railway.	Native states traversed	Commences at		Ends at		Intermediate length.
		Names of states.	Distance from Miyágam junction.	Nearest railway station.	Distance from Miyágam junction.	Nearest railway station.	
	SPECIAL (5′ 6″) GAUGE.		Miles. Feet.		Miles. Feet.		Miles. Feet.
LXXX	THE GAEKWAR'S DABHOI—MIYÁGÁM TO BODELI.	Baroda . .	...	Miyágam .	42 1,051	Bodeli . .	42 1,051
			Distance from Vishvámitri junction.		Distance from Vishvámitri junction.		
	VISHVÁMITRI TO CHÁNDOD.	Baroda . .	...	Vishvámitri .	26 2,010	Ten Taláv .	26 2,010
		Sankheda Mewas (Rewa Kántha Agency).	26 2,010	Ten Taláv .	29 3,000	Chándod . .	3 990
						TOTAL .	29 3,000
			Distance from Gitaldaha ghát.		Distance from Gitaldaha ghát.		
LXXXII	COOCH BEHAR .	Cooch Behar .	...	Gitaldaha ghát	22 634	Torsá river .	22 634
			Distance from Wadhwán junction.		Distance from Wadhwán junction.		
LXXXIII	MORVI . . .	Wadhwán .	1 ...	Wadhwán .	2 1,440	Wadhwán . .	1 1,440
		Kherali . .	2 1,440	Wadhwán .	4 1,440	Wadhwán . .	2 ...
		Máli . .	4 1,440	Wadhwán .	19 192	Máli . .	14 4,032
		Sáyla . .	19 192	Máli . .	31 2,280	Dolia . .	12 2,088
		Chotila . .	31 2,280	Dolia . .	33 72	Thán . .	1 3,072
		Lakhtar . .	33 72	Thán . .	42 408	Thán . .	9 336
		Vánkáner . .	42 408	Thán . .	59 3,420	Vánkáner .	17 3,012
		Morví . .	59 3,420	Vánkáner .	68 500	Morví . .	8 2,360
	RÁJKOT BRANCH .	Vánkáner . .	51 4,800	Vánkáner .	64 3,000	Sindhávadar .	12 3,480
		Dhrol . .	64 3,000	Sindhávadar .	65 3,168	Sindhávadar .	1 168
		Kotháriá . .	65 3,168	Sindhávadar .	70 1,248	Kothárià . .	4 3,360
		Gavaridar . .	70 1,248	Kothárià .	73 3,384	Rájkot . .	3 2,136
		Rájkot . .	73 3,384	Rájkot . .	77 1,728	Rájkot . .	3 4,838
						TOTAL .	92 3,922
						TOTAL SPECIAL GAUGE.	186 3,327
						TOTAL ALL GAUGES	4,696 3,808

APPENDIX G.

APPENDIX

Details of capital expenditure and mileage cost of state railways at the

Main Head and Sub-Head.	STANDARD STATE LINES CONSTRUCTED							
	PATNA-GYA. (a) (57'00 Miles.) Half-year ending 30th June 1879.		DHOND-MANMAD. (145'50 Miles.) Half-year ending 30th June 1878.		LATE PUNJAB NORTHERN. (c) & (d) (445'80 Miles.) Half-year ending 30th June 1884.		LATE INDUS VALLEY. (c) (651'00 Miles.) Half-year ending 30th June 1885.	
	Total of each main or sub-head.	Cost per mile open.	Total of each sub-head.	Cost per mile open.	Total of each sub-head.	Cost per mile open.	Total of each sub-head.	Cost per mile open.
	£	£	£	£	£	£	£	£
I.—Preliminary expenses—	6,719	118						
1. Survey expenses	...	...	22,545	155	3,32,996	748	8,01,429	1,231
2. Plant	...	...	580	4	14,819	33	60,113	92
3. Establishment	...	...	1,02,983	708	7,44,629	1,671	4,39,765	676
II.—Land	56,396	989	30,359	209	6,33,486	1,871	3,17,344	487
III.—Formation—								
1. Earthwork	1,95,559	3,431	9,47,608	6,513	77,23,050	17,336	66,23,820	10,175
2. Tunnels	...	...	...	...	8,94,570	2,008	...	...
IV.—Bridgework—								
1. Large bridges	95,581	1,767	57,175	393	1,91,97,672	43,092	1,33,42,769	20,496
2. Minor bridges	1,47,443	2,587	14,285	98	20,00,858	4,491	35,06,507	5,388
V.—Fencing, &c.—								
1. Fencing	826	14	115	1	4,62,226	1,038	1,16,785	179
2. Road crossings	13,096	230	1,191	8	2,78,277	625	3,36,679	517
3. Mile and gradient posts								
VI.—Electric telegraph	...	...	...	...	17,190	38	68,011	105
VII.—Ballast and permanent-way—								
1. Ballast	25,001	439	2,63,541	1,811	26,55,233	5,960	45,61,663	7,007
2. Permanent-way	1,15,140	20,581	30,47,121	25,066	1,49,90,892	33,650	2,13,70,858	32,828
VIII.—Stations and buildings—								
1. Stations and offices	84,814	1,488	22,043	151	21,94,900	4,927	14,39,731	2,212
2. Workshops, store buildings, &c.	2,056	36	1,107	8	8,24,816	1,851	8,14,428	1,251
3. Staff quarters	35,492	623	25,512	175	16,05,655	3,604	21,14,409	3,248
4. Station machinery	63,657	1,116	36,915	254	15,43,374	3,464	15,88,816	2,440
IX.—Plant—								
1. Engineering	33,612	590	1,00,897	693	25,25,391	5,669	15,39,389	2,365
2. Locomotive	...	...	...	...	4,25,579	955	30,669	47
3. Carriage and wagon	2,322	41	...	...	3,385	8	22,946	35
4. Station and office furniture.	9,825	172	5,351	37	2,02,503	454	2,93,527	451
X.—Ferries, &c.—								
1. Ferries								
2. Floating bridges	...	...	...	...	...	...	4,19,789	645
XI.—Rolling stock—								
1. Locomotive	...	...	1,64,427	1,130	26,03,789	5,845	40,44,662	6,213
2. Carriage and wagon	28,924	507	98,165	675	46,32,359	10,398	67,24,473	10,329
XII.—General charges—								
1. Direction or general	47,115	826	31,376	216	12,09,163	2,714	14,85,028	2,281
2. Engineering	96,086	1,686	2,13,084	1,457	35,39,430	7,945	43,50,810	6,683
3. Stores	24,619	432	37,377	258	6,46,970	1,452	6,97,198	1,071
4. Audit and account	12,231	215	21,994	167	4,55,559	1,022	4,38,078	673
5. Medical and sanitation	862	15	14,690	101	1,15,691	260	2,38,306	366
Loss by Exchange	...	...	...	...	...	...	...	...
Total	(b) 24,97,130	(b) 43,809	(b) 58,60,956	(b) 40,281	(b) 7,25,48,225	(b) 1,62,847	(b) 7,76,88,880	(b) 1,19,337

(a) Now amalgamated with the East Indian railway.
(b) Less receipts on capital account.
(c) Now amalgamated with the North Western (state) railway.
(d) Including 62·25 miles of metre gauge line from Lala Musa to Bhera since converted to the standard gauge, and 9·50 miles of a branch line from Miani to Khewra, which has since been abandoned. The cost of conversion of the former is shown in the first column of page cclxxiii.

end of the half-year in which the last open section of each separate project was completed.

GAUGE.

BY THE STATE.

SIND-SAGAR (EASTERN SECTION). (e) (672½ Miles.) Half-year ending 30th June 1887.		SIND-SAGAR (WESTERN SECTION). (e) (314·50 Miles.) Half-year ending 31st December 1887.		NORTH WESTERN (PISHIN SECTION). (454·82 Miles.) (f) Half-year ending 30th June 1891.		AMRITSAR-PATHANKOT. (e) (64·79 Miles.) Half-year ending 31st December 1884.		JAMMU AND KASHMIR (BRITISH SECTION). (g) (8·49 Miles.) Half-year ending 30th June 1890.		Main head and sub-head.
Total of each main head.	Cost per mile open.	Total of each main head.	Cost per mile open.	Total of each main head.	Cost per mile open.	Total of each sub-head.	Cost per mile open.	Total of each main head.	Cost per mile open.	
R	*R*	*R*	*R*	*R*	*R*	*R*	*R*	*R*	*R*	C
9	...	75,953	242	6,78,138	1,491			4,642	547	I.—Preliminary expenses—
...	...	...	...	...	...	6,131	95	...	...	1. Survey expenses.
...	...	...	...	...	...	...	...	...	...	2. Plant.
...	...	...	...	...	...	38,238	590	...	...	3. Establishment.
31,912	510	2,30,637	733	2,45,157	539	1,78,635	2,757	7,327	863	II.—Land.
				2,41,38,336	53,072			7,865	926	III.—Formation—
				...	...	4,10,038	6,329	...	...	1. Earthwork.
				...	...	...	...	...	...	2. Tunnels.
				1,65,91,496	36,479			5,635	664	IV.—Bridgework—
				...	...	} 4,40,982	6,806	...	...	1. Large bridges.
1,44,122	2,306	40,28,071	12,808	...	...			...	...	2. Minor bridges.
				3,83,099	842			3,357	395	V.—Fencing, &c.—
				...	...	1,19,272	1,841	...	...	1. Fencing.
						22,208	343	...	...	2. Road crossings.
				...	...					3. Mile and gradient posts.
...	...	...	...	48,688	107	6,694	103	...	...	VI.—Electric telegraph.
11,16,158	17,858	90,55,497	28,793	2,32,76,018	51,176			1,64,457	19,371	VII.—Ballast and permanent-way—
...	...	...	...	...	...	7,53,084	11,623	...	...	1. Ballast.
...	...	...	...	...	...	21,03,233	32,463	...	...	2. Permanent-way.
1,14,236	1,828	11,26,231	3,581	57,48,891	12,640			31,436	3,703	VIII.—Stations and buildings—
...	...	...	...	...	...	2,56,155	3,954	...	...	1. Stations and offices.
...	...	...	...	...	...	...	...	...	...	2. Workshops, store buildings, &c.
...	...	...	...	...	...	1,10,046	1,698	...	...	3. Staff quarters.
...	...	...	...	...	...	1,74,868	2,699	...	...	4. Station machinery.
7,389	118	2,65,822	845	18,19,924	4,002			1,238	148	IX.—Plant—
...	...	...	...	...	...	2,435	38	...	...	1. Engineering.
...	...	...	...	...	...	...	...	...	...	2. Locomotive.
...	...	...	...	...	...	...	...	...	...	3. Carriage and wagon.
...	...	...	...	...	...	33,985	525	...	...	4. Station and office furniture.
		8,628	27							X.—Ferries, &c.—
...	...	...	...	...	...	...	...	...	...	1. Ferries.
										2. Floating bridges.
2,50,408	4,007	15,47,971	4,922	74,15,587	16,305					XI.—Rolling stock—
...	...	...	...	...	...	1,33,402	2,059	...	...	1. Locomotive.
...	...	...	...	...	...	2,94,958	4,553	...	...	2. Carriage and wagon.
9,977	160	6,16,151	1,959	38,79,814	8,531			15,144	1,784	XII.—General charges—
...	...	...	...	...	...	1,38,330	2,135	...	...	1. Direction or general.
...	...	...	...	...	...	...	...	...	...	2. Engineering.
...	...	...	...	...	...	...	...	...	...	3. Stores.
...	...	...	...	...	...	...	...	...	...	4. Audit and account.
...	...	...	...	...	...	...	...	...	...	5. Medical and sanitation.
91,170	1,459	12,11,660	3,853	27,76,730	6,105	...	...	...	...	Loss by Exchange.
(e) 17,65,381	(e) 28,246	1,81,66,621	57,763	8,70,01,879	1,91,289	(h) 52,19,922	(h) 80,567	2,41,121	28,401	Total.

(e) Cost of conversion of Lala Musa-Khora section.
(f) Including 56·50 miles of the Quetta loop line, which is under reconstruction on a new alignment.
(g) Funds were provided by the Government of India, but the line was constructed by the Kashmir Darbar.

APPENDIX

Details of capital expenditure and mileage cost of state railways at the end of the

STANDARD

STATE LINES CONSTRUCTED BY THE STATE—*concld.*

MAIN HEAD AND SUB-HEAD.	WARDHA COAL, (46·50 MILES.) (a) HALF-YEAR ENDING 31ST DECEMBER 1877.		DILDARNAGAR-GHAZIPUR.(a) (1200 MILES.) HALF-YEAR ENDING 31ST DECEMBER 1880.		HYDERABAD-SHADIPALLI. (580¾ MILES.) HALF-YEAR ENDING 31ST DECEMBER 1882.		OUDH AND ROHILKHAND (STATE) (LUCKNOW-BAREI SECTION.) (68·36 MILES.) HALF-YEAR ENDING 31ST DECEMBER 1893.		(BARELLY-MORADABAD SECTION.) (50·72 MILES.) HALF-YEAR ENDING 30TH JUNE 1894.	
	Total of each sub-head.	Cost per mile open.	Total of each sub-head.	Cost per mile open.	Total of each main head.	Cost per mile open.	Total of each main head.	Cost per mile open.	Total of each sub-head.	Cost per mile open.
	R	*R*	*R*	*R*	*R*	*R*	*R*	*R*	*R*	*R*
I.—PRELIMINARY EXPENSES—					36,345	617	50,046	1,031		
1. Survey expenses	84,737	1,822	2,218	185	...	...	...	...	7,962	146
2. Plant	...	...	...	...	...	...	...	...	3,384	61
3. Establishment	6,905	149	...	...	...	...	...	...	13,695	249
II.—LAND	3,866	83	4,048	337	18,499	314	61,748	1,272	1,33,803	2,445
III.—FORMATION—					1,35,845	2,306	1,08,931	2,243		
1. Earthwork	3,07,132	6,605	22,207	1,851	...	...	...	...	3,71,344	6,786
2. Tunnels	...	...	...	...	...	...	...	...	...	...
IV.—BRIDGEWORK—					2,74,256	4,656	2,92,546	6,024		
1. Large bridges	10,06,784	21,651	26,674	2,223	...	...	...	...	32,49,857	59,391
2. Minor bridges	...	...	27,399	2,283	...	...	...	...	1,58,862	2,908
V.—FENCING, &c.—					18,815	319	1,47,563	3,039		
1. Fencing	1,96,393	4,228	2,992	249	...	...	...	...	1,73,153	3,164
2. Road crossings	28,067	604	177	15	...	...	...	...	62,400	1,140
3. Mile and gradient posts									618	11
VI.—ELECTRIC TELEGRAPH.	1,382	30	...	...	...	...	...	...	...	...
VII.—BALLAST AND PERMANENT-WAY—					8,41,011	14,276	14,28,209	29,411		
1. Ballast	3,05,050	6,560	46,135	3,845	...	...	...	...	8,41 877	15,385
2. Permanent-way	17,30,803	37,222	3,01,381	25,115	...	...	...	...	19,35,142	35,395
VIII.—STATIONS AND BUILDINGS—					1,38,523	2,351	1,94,880	4,013		
1. Stations and offices	91,647	1,971	29,965	2,497	...	...	...	...	1,89,877	3,470
2. Workshops, store buildings, &c.	1,330	29	...	...	...	...	...	...	...	...
3. Staff quarters	76,106	1,638	3,343	279	...	...	...	...	1,33,134	2,433
4. Station machinery	1,61,954	3,483	34,911	2,909	...	...	...	...	1,69,363	3,100
IX.—PLANT—					16,665	283	7,153	147		
1. Engineering	1,50,776	3,242	4,388	365	...	...	...	...	7,450	136
2. Locomotive	20,198	434	...	...	...	...	...	...	...	...
3. Carriage and wagon	...	...	...	...	...	...	...	...	...	...
4. Station and office furniture.	3,708	80	888	74	...	...	...	...	10,500	192
X.—FERRIES, &c.—					25,334	430				
1. Ferries	...	...	...	...	...	...	...	...	...	...
2. Floating bridges										
XI.—ROLLING STOCK—					7,056	120				
1. Locomotive	3,025	65	...	...	...	...	(e)	(e)	...	...
2. Carriage and wagon			...	...	...	...			1,92,155	3,512
XII.—GENERAL CHARGES—					1,05,048	1,783	1,16,461	2,398		
1. Direction or general	68,296	1,469	13,018	1,160	...	...	...	...	28,093	512
2. Engineering	2,93,363	6,322	37,992	3,166	...	...	...	...	2,21,701	4,051
3. Stores	23,015	495	1,360	113	...	...	...	...	28,372	519
4. Audit and account	35,495	767	3,419	285	...	...	...	...	12,304	229
5. Medical and sanitation	4,265	92	...	...	...	...	...	...	8,411	154
Loss by Exchange	...	...	...	...	...	...	...	...	...	...
TOTAL	(b) & (c) 45,99,369	(b) 98,911	5,63,415	46,951	16,17,397	27,455	24,07,537	49,578	79,53,759	1,45,354

(a) including 18 miles to pit's mouth.
(b) Less receipts on capital account.
(c) Difference due to the credit under the head "Contingencies" not having been deducted from any of the main heads.
(d) Now amalgamated with the East Indian railway.
(e) Cost of rolling stock not available.

G—*continued.*

half-year in which the last open section of each separate project was completed—contd.

GAUGE—*contd.*

STATE LINES CONSTRUCTED BY COMPANIES.

PÁTRI. (*f*) (21·12 MILES.) HALF-YEAR ENDING 30TH JUNE 1873.		BENGAL-NÁGPUR. (800·74 MILES.) (*e*) HALF-YEAR ENDING 30TH JUNE 1893.		INDIAN MIDLAND. (671·35 MILES.) HALF-YEAR ENDING 31ST DECEMBER 1889.		GODHRA-RUTLAM. (161·36 MILES.) HALF-YEAR ENDING 31ST DECEMBER 1894.		BEZWADA EXTENSION (31·47 MILES.) HALF-YEAR ENDING 30TH JUNE 1889.		MAIN HEAD AND SUB-HEAD.
Total of each main or sub-head.	Cost per mile open.	Total of each main head.	Cost per mile open.	Total of each main head.	Cost per mile open.	Total of each main head.	Cost per mile open.	Total of each main head.	Cost per mile open.	
R	*R*	*R*	*R*	*R*	*R*	*R*	*R*	*R*	*R*	
9,008	407	14,96,327	1,738	9,03,173	1,335	1,71,597	1,486	15,319	714	I.—PRELIMINARY EXPENSES—
...	...	...	...	...	...	...	...	...	...	1. Survey expenses.
...	...	...	...	...	...	...	...	...	...	2. Plant.
...	...	...	...	...	...	...	...	...	...	3. Establishment.
23,812	1,076	5,97,139	694	4,93,480	728	16,529	143	47,008	2,189	II.—LAND.
		1,38,48,881	16,087			56,31,642	48,759			III.—FORMATION—
51,955	2,348	...	...			...	...			1. Earthwork.
...	...	...	...			...	...			2. Tunnels.
		1,82,52,649	21,202			35,93,295	31,111			IV.—BRIDGEWORK—
1,00,959	4,562	...	...	3,01,28,005	44,479	...	...	2,76,516	12,879	1. Large bridges.
		...	...			...	...			2. Minor bridges.
		3,59,743	410							V.—FENCING, &c.—
...	...	...	...			1,94,933	1,680			1. Fencing.
1,936	87	...	...			...	...			2. Road crossings.
						...	...			3. Mile and gradient posts.
17,326	783	...	...			160	1			VI.—ELECTRIC TELEGRAPH.
		3,02,71,488	35,163	2,74,81,967	40,573	36,67,349	31,752	6,04,944	28,176	VII.—BALLAST AND PERMANENT-WAY.—
49,893	2,255	...	...	...	...	...	...	...	...	1. Ballast.
4,65,647	21,055	...	...	...	...	...	...	...	...	2. Permanent-way.
		62,39,145	7,247	50,61,580	7,473	9,22,608	7,988	2,58,221	12,027	VIII.—STATIONS AND BUILDINGS—
4,999	226	...	...	...	...	...	...	...	...	1. Stations and offices.
										2. Workshops, store buildings, &c.
11,368	523	...	...	...	...	...	...	...	...	3. Staff quarters.
11,192	506	...	...	...	...	...	...	...	...	4. Station machinery.
7,380	333	...	...	...	...	...	...	...	...	
		16,49,409	1,916	3,79,558	560	29,352	254	8,990	419	IX.—PLANT—
375	17	...	...	...	...	...	...	...	...	1. Engineering.
...	...	...	...	...	...	...	...	...	...	2. Locomotive.
...	...	...	...	...	...	...	...	...	...	3. Carriage and wagon.
...	...	...	...	...	...	...	...	...	...	4. Station and office furniture.
										X.—FERRIES, &c.—
...	...	...	...	...	...	...	...	...	...	1. Ferries.
										2. Floating bridges.
		1,50,06,497	17,431	57,65,284	8,511	...	...	20,384	949	XI.—ROLLING STOCK—
...	...	...	...	...	...	...	...	...	...	1. Locomotive.
...	...	...	...	...	...	...	...	...	...	2. Carriage and wagon.
		57,60,667	6,692	(*g*) 37,85,858	(*g*) 5,589	6,65,223	5,759	1,15,977	5,402	XII.—GENERAL CHARGES—
...	...	...	...	...	...	...	...	...	...	1. Direction or general.
46,284	2,091	...	...	...	...	...	...	...	...	2. Engineering.
7,134	322	...	...	...	...	...	...	...	...	3. Stores.
...	...	...	...	...	...	...	...	...	...	4. Audit and account.
...	...	...	...	...	...	...	...	...	...	5. Medical and sanitation.
...	...	6,53,185	759	2,52,050	372	...	...	...	...	Loss by Exchange.
8,09,768	36,591	(*h*) 9,41,28,131	1,09,339	7,42,50,955	1,09,620	1,48,91,788	1,28,933	(*h*) 13,47,359	62,755	TOTAL.

(*f*) Now forms a part of the Bombay, Baroda and Central India railway.
(*g*) Correction of mileage. The outlay shown includes the cost of the old Nágpur-Chhattisgarh metre gauge railway, as also the cost of its conversion to the standard gauge.
(*h*) Excluding expenditure on Jherriah Coal and Raipur-Dhamtari surveys (Rs.609).
(*i*) Including the Siadia railway, which was constructed by the State.
(*j*) Including Government supervision, audit and control, and commission, &c., on loans.
(*k*) Including Rs.1,104 on account of receipts on capital account, which cannot be deducted from the several main heads.

APPENDIX

Details of capital expenditure and mileage cost of state railways at the end

Main head and sub-head.	STATE LINES CONSTRUCTED BY COMPANIES—*concld.*				NATIVE STATE LINES CONSTRUCTED BY THE GOV.						STANDARD
	LATE SIND, PUNJAB AND DELHI. (a) (663·25 Miles.) Half-year ending 31st December 1900.		OUDH AND ROHILKHAND. (501·07 Miles.) Half-year ending 31st December 1887.		KHÁMGAON. (7·50 Miles.) Half-year ending 30th June 1870.		ANRÁOTI. (5·50 Miles.) Half-year ending 30th June 1871.		BHOPAL-ITÁRSI. (37·11 Miles.) Half-year ending 31st December 1884.		
	Total of each main or sub-head.	Cost per mile open.	Total of each main head.	Cost per mile open.	Total of each sub-head.	Cost per mile open.	Total of each sub-head.	Cost per mile open.	Total of each sub-head.	Cost per mile open.	
	R	*R*	*R*	*R*	*R*	*R*	*R*	*R*	*R*	*R*	
I.—Preliminary expenses—			6,84,160	990							
1. Survey expenses	4,76,295	718	...	...	369	49	1,117	203	...	...	
2. Plant	...	...	...	...	...	...	...	...	...	...	
3. Establishment	...	...	...	...	...	...	...	...	...	...	
II.—Land	63,133	95	1,47,461	213	...	...	2,450	446	13,152	230	
III.—Formation—											
1. Earthwork	56,60,637	8,535			38,542	5,139	17,926	3,259	14,66,278	25,675	
2. Tunnels	...	...			...	...	...	...	...	...	
IV.—Bridgework—											
1. Large bridges	1,52,21,433	22,930	2,87,63,062	41,621	54,027	7,203	...	...	16,81,384	29,441	
2. Minor bridges							58,880	10,706	1,67,168	2,927	
V.—Fencing, &c.—											
1. Fencing	28,84,675	4,349			7,215	962	2,042	371	17,713	310	
2. Road crossings	4,04,816	610			8	1	255	46	25,145	440	
3. Mile and gradient posts											
VI.—Electric telegraph	7,08,907	1,069	46,128	67	1,247	166	1,099	200	3,340	58	
VII.—Ballast and permanent-way—			2,45,14,855	35,474							
1. Ballast	46,84,475	7,063	...	...	18,493	2,466	14,765	2,685	1,87,035	3,275	
2. Permanent-way	2,65,32,834	40,004	...	...	2,56,936	34,258	2,58,552	47,009	14,54,617	25,470	
VIII.—Stations and buildings—			91,14,451	13,189							
1. Stations and offices	69,01,608	10,542	...	...	7,233	964	15,412	2,802	1,12,005	1,961	
2. Workshops, store buildings, &c.	27,27,176	4,112	...	...	3,277	437	634	115	...	...	
3. Staff quarters	14,58,718	2,199	...	...	6,057	808	1,171	213	53,322	934	
4. Station machinery	49,677	75	...	...	3,836	512	2,522	459	1,11,687	1,956	
IX.—Plant—	12,61,606	1,902	19,62,808	2,840							
1. Engineering	...	...	...	...	3,096	413	2,636	479	3,752	66	
2. Locomotive	...	...	...	...	...	...	...	...	...	...	
3. Carriage and wagon	...	...	...	...	...	...	...	...	...	...	
4. Station and office furniture.	...	...	...	...	76	10	176	32	2,553	45	
X.—Ferries, &c.—											
1. Ferries	48,98,454	7,386	...	...	...	...	...	...	...	...	
2. Floating bridges											
XI.—Rolling stock—			1,44,52,552	20,912							
1. Locomotive	58,95,340	8,888	...	...	...	...	...	...	...	...	
2. Carriage and wagon	1,06,73,511	16,093	...	...	316	42	60	11	...	...	
XII.—General charges—	81,99,624	12,363	83,26,389	12,049							
1. Direction or general	...	...	...	...	...	...	...	...	1,11,768	1,957	
2. Engineering	...	...	...	...	23,283	3,104	33,485	6,088	1,83,027	3,205	
3. Stores	...	...	...	...	141	19	96	18	4,516	79	
4. Audit and account	...	...	...	...	792	106	4,077	741	34,231	599	
5. Medical and sanitation	...	...	...	...	...	...	...	...	3,189	56	
Loss by Exchange	...	...	...	...	...	...	...	...	...	...	
Total	9,87,92,919	1,48,952	8,88,68,152	1,28,595	4,24,954	56,661	4,17,355	75,883	(b) 56,32,823	(b) 98,631	

(a) Now amalgamated with the North Western (state) railway.
(b) Less receipts on capital account.

G—*continued.*

of the half-year in which the last open section of each separate project was completed—contd.

GAUGE—*concld.*						METRE GAUGE,				
ERNMENT OF INDIA.		NATIVE STATE LINES CONSTRUCTED BY NATIVE STATES.				STATE LINES CONSTRUCTED BY THE STATE.				
RÁJPURA-BHATINDA. (807¾ MILES.) (*e*) HALF-YEAR ENDING 31ST DECEMBER 1889.		JAMMU AND KASHMIR. (NATIVE STATE SECTION.) (150¾ MILES.) HALF-YEAR ENDING 30TH JUNE 1890.		KOLAR GOLD-FIELDS. (70·00 MILES.) HALF-YEAR ENDING 31ST DECEMBER 1894. (*f*)		BENGAL AND NORTH-WESTERN. (THROUGH SECTION.) (340·37 MILES.) HALF-YEAR ENDING 30TH JUNE 1892.		RAJPUTANA-MALWA. (1,411·00 MILES.) HALF-YEAR ENDING 30TH JUNE 1885.		MAIN HEAD AND SUB-HEAD.
Total of each sub-head.	Cost per mile open.	Total of each main head.	Cost per mile open.	Total of each main head.	Cost per mile open.	Total of each main or sub-head.	Cost per mile open.	Total of each sub-head.	Cost per mile open.	
R	*R*	*R*	*R*	*R*	*R*	*R*	*R*	*R*	*R*	
		23,937	1,504	(*g*) 6,719	672	1,83,608	539			I.—PRELIMINARY EXPENSES—
12,112	112	...	...	...	...	...	...	5,05,727	358	1. Survey expenses.
5,976	55	...	...	...	...	...	...	83,116	59	2. Plant.
41,334	383	...	...	...	...	...	...	16,11,838	1,142	3. Establishment.
(*d*) 14,758	137	...	...	(*g*) 13,402	1,340	8,64,045	2,537	8,36,218	593	II.—LAND.
		33,896	2,129	(*g*) 1,24,379	12,438	10,70,740	3,144			III.—FORMATION—
2,59,841	2,407	...	...	...	...	...	...	62,20,489	4,409	1. Earthwork.
...	...	...	...	...	...	...	...	4,26,063	303	2. Tunnels.
		2,33,246	14,651	(*g*) 48,901	4,890	40,54,395	11,903			IV.—BRIDGEWORK—
5,13,915	4,761	...	...	...	...	...	...	1,56,62,747	11,100	1. Large bridges.
		...	...	...	...	...	...	40,92,720	2,901	2. Minor bridges.
		1,818	114	(*g*) 20,878	2,088	8,98,687	2,639			V.—FENCING, &c.—
75,674	701	...	...	...	...	...	...	9,05,230	642	1. Fencing.
1,08,689	1,007	...	...	...	...	...	...	5,55,095	393	2. Road crossings.
										3. Mile and gradient posts.
...	...	...	...	(*g*) 2,946	294	...	...	15,972	11	VI.—ELECTRIC TELEGRAPH.
		5,39,566	33,892	(*g*) 3,24,494	32,449	79,17,464	23,248			VII.—BALLAST AND PERMANENT-WAY—
9,65,594	8,940	...	...	...	...	...	...	38,68,803	2,742	1. Ballast.
29,28,299	27,129	...	...	...	...	...	...	2,78,76,953	19,756	2. Permanent-way.
		1,05,946	6,655	(*g*) 77,316	7,732	30,55,423	8,971			VIII.—STATIONS AND BUILDINGS—
3,41,696	3,165	...	...	...	...	...	...	42,53,692	3,015	1. Stations and offices.
7,509	70	...	...	...	...	...	...	18,08,935	1,282	2. Workshops, store buildings, &c.
1,86,936	1,732	...	...	...	...	...	...	46,80,834	3,317	3. Staff quarters.
2,77,204	2,568	...	...	...	...	...	...	33,91,100	2,403	4. Station machinery.
		54,461	3,421	(*g*) 5,687	569	5,77,580	1,696			IX.—PLANT—
47,910	444	...	...	...	...	...	...	10,21,797	724	1. Engineering.
...	...	...	...	...	...	...	...	6,81,691	483	2. Locomotive.
...	...	...	...	...	...	...	...	1,96,806	140	3. Carriage and wagon.
35,644	330	...	...	...	...	...	...	5,84,665	414	4. Station and office furniture.
						5,53,048	1,624			X.—FERRIES, &c.—
...	...	...	...	...	...	...	...	...	...	1. Ferries.
										2. Floating bridges.
										XI.—ROLLING STOCK—
...	...	...	...	...	...	6,18,124	1,815	64,84,266	4,596	1. Locomotive.
...	...	...	...	...	...	16,49,660	4,844	1,01,01,934	7,159	2. Carriage and wagon.
		66,598	4,183	(*g*) 34,825	3,482	13,64,597	4,007			XII.—GENERAL CHARGES—
37,183	344	...	...	...	...	...	...	14,56,740	1,032	1. Direction or general.
1,91,625	1,775	...	...	...	...	...	...	45,88,107	3,252	2. Engineering.
31,800	294	...	...	...	...	...	...	7,04,911	499	3. Stores.
1,383	13	...	...	...	...	...	...	5,62,788	399	4. Audit and account.
...	...	...	...	...	...	...	...	2,56,498	182	5. Medical and sanitation.
...	...	...	...	...	...	7,04,770	2,069	...	...	Loss by Exchange.
(*b*) 60,84,715	(*b*) 56,371	(*e*) 10,59,468	(*e*) 66,549	(*g*) & (*h*) 6,44,564	64,456	2,35,12,141	69,038	(*b*) 10,33,31,793	(*b*) 73,234	TOTAL.

(*c*) Of this, 16 miles were constructed by the late Sind, Punjab and Delhi Railway Company.
(*d*) Including a debit of R7,100 against Provincial grant of R10,000.
(*e*) Including the outlay incurred on the Tapi bridge, which is not to be completed as a railway work.
(*f*) Opened for traffic on the 1st June 1894, but no capital account was received until the 2nd half of 1894.
(*g*) Approximate.
(*h*) Excluding receipts on capital account, R19,053, but including R4,070 expended by the Madras Railway Company, not included in any of the above heads.

APPENDIX

Details of capital expenditure and mileage cost of state railways at the end of

METRE

STATE LINES CONSTRUCTED

MAIN HEAD AND SUB-HEAD.	CAWNPORE-ACHNERA (260½ MILES.) (a) HALF-YEAR ENDING 31ST DECEMBER 1880.		SOUTHERN MAHRATTA. (MYSORE SECTION.) (b) (5600 MILES.) HALF-YEAR ENDING 31ST DECEMBER 1889.		ROHILKUND AND KUMAON (LUCKNOW-BAREILLY SECTION.) (c) (198.8 MILES.) HALF-YEAR ENDING 30TH JUNE 1891.		EASTERN BENGAL (STATE) (NORTHERN SECTION.) (4500 MILES.) HALF-YEAR ENDING 30TH JUNE 1894.	
	Total of each sub-head.	Cost per mile open.	Total of each main head.	Cost per mile open.	Total of each main or sub-head.	Cost per mile open.	Total of each main head.	Cost per mile open.
	£	£	£	£	£	£	£	£
I.—PRELIMINARY EXPENSES—			2,95,941	1,000	1,63,458	824	95,768	389
1. Survey expenses	12,744	49	...	...	...	...	...	...
2. Plant	2,252	9	...	...	...	...	...	...
3. Establishment	56,382	217	...	...	...	...	...	...
II.—LAND	2,37,395	911	68,825	232	1,69,729	856	8,15,722	3,276
III.—FORMATION—					3,88,907	1,960		
1. Earthwork	5,13,612	1,970			...	...		
2. Tunnels	...	...			...	...		
IV.—BRIDGEWORK—					6,29,686	3,174		
1. Large bridges	12,11,115	4,647	43,05,769	14,546	...	...		
2. Minor bridges	4,58,833	1,760			...	...	57,17,876	22,963
V.—FENCING, &c.—					1,00,260	505		
1. Fencing	2,04,379	784			...	...		
2. Road crossings	1,04,924	403			...	...		
3. Mile and gradient posts								
VI.—ELECTRIC TELEGRAPH	2,469	9			...	...		
VII.—BALLAST AND PERMANENT-WAY—			50,74,212	17,143	31,64,871	15,954	54,77,900	22,000
1. Ballast	6,81,843	2,616	...	...	...	...	...	...
2. Permanent-way	38,90,447	14,926	...	...	...	...	...	...
VIII.—STATIONS AND BUILDINGS—			9,21,417	3,113	7,11,247	3,585	26,29,765	10,561
1. Stations and offices	4,33,311	1,662	...	...	...	...	...	...
2. Workshops, store buildings, &c.	1,17,724	452	...	...	...	...	...	...
3. Staff quarters	3,27,500	1,256	...	...	...	...	...	...
4. Station machinery	4,12,999	1,585	...	...	...	...	...	...
IX.—PLANT—			2,82,087	953	2,09,267	1,055	8,66,514	3,480
1. Engineering	15,085	58	...	...	...	...	...	...
2. Locomotive	79,760	306	...	...	...	...	...	...
3. Carriage and wagon	40,599	179	...	...	...	...	...	...
4. Station and office furniture.	63,981	244	...	...	...	...	...	...
X.—FERRIES, &c.—							4,47,048	1,795
1. Ferries	...	...	...	...	...	...	...	...
2. Floating bridges								
XI.—ROLLING STOCK—			20,87,381	7,052			24,46,682	9,826
1. Locomotive	5,94,955	2,282	...	...	4,38,645	2,211	...	...
2. Carriage and wagon	10,65,690	4,089	...	...	6,95,911	3,508	...	...
XII.—GENERAL CHARGES—			8,64,580	2,921	3,97,663	2,005	21,94,569	8,814
1. Direction or general	1,62,443	622	...	...	...	...	...	...
2. Engineering	3,79,333	1,455	...	...	...	...	...	...
3. Stores	38,169	147	...	...	...	...	...	...
4. Audit and account	39,234	151	...	...	...	...	...	...
5. Medical and sanitation	106	1	...	...	...	...	...	...
Loss by Exchange	3,65,480	1,402	...	...	42,150	212	...	...
TOTAL	1,15,18,785	44,192	1,39,00,212	46,960	(d) 71,52,923	(d) 36,057	2,06,92,844	83,104

(a) This now forms a part of the Rajputana-Malwa railway.
(b) The Gubbi-Harihar section was constructed by the Southern Mahratta Railway Company.
(c) Of this length, 58 miles, Gola Gokaran Nath to Pilibhit, were constructed by the Rohilkund and Kumaon Railway Company.

G—*continued.*

the half-year in which the last open section of each separate project was completed— contd.

GAUGE—*contd.*

BY THE STATE—*contd.*

EASTERN BENGAL (STATE). (DUKA SECTION.) (86·00 MILES.) HALF-YEAR ENDING 30TH JUNE 1886.		EASTERN BENGAL (STATE). (BEHAR SECTION.) (156·50 MILES.) HALF-YEAR ENDING 31ST DECEMBER 1890.		EASTERN BENGAL (STATE). (BENGAL-KHERAGHORE EXTENSION.) (33·54 MILES.) HALF-YEAR ENDING 31ST DECEMBER 1893.		BURMA (STATE). (237·00 MILES.) (*f*) HALF-YEAR ENDING 31ST DECEMBER 1885.		MAIN HEAD AND SUB-HEAD.
Total of each main head.	Cost per mile open.	Total of each sub-head.	Cost per mile open.	Total of each main head.	Cost per mile open.	Total of each main or sub-head.	Cost per mile open.	
R	*R*	*R*	*R*	*R*	*R*	*R*	*R*	C
1,27,838	1,487			4,195	118	2,87,279	878	I.—PRELIMINARY EXPENSES—
...	...	88,703	567	...	...	...	...	1. Survey expenses.
...	...	...	...	...	...	...	...	2. Plant.
...	...	...	...	...	...	...	...	3. Establishment.
4,46,381	5,190	3,18,580	2,036	90,277	2,540	2,71,658	831	II.—LAND.
				3,92,140	11,034			III.—FORMATION—
		13,63,596	8,713	...	...	32,40,803	9,911	1. Earthwork.
		...	...	...	...	...	...	2. Tunnels.
				3,97,931	11,197			IV.—BRIDGEWORK—
		31,07,753	19,858	...	...	13,89,139	4,248	1. Large bridges.
13,68,484	15,913	4,35,158	2,780	...	...	31,21,404	9,545	2. Minor bridges.
				29,106	819			V.—FENCING, &c.—
		2,70,012	1,725	...	...	10,87,600	3,326	1. Fencing.
		1,48,637	950	...	...	3,00,316	918	2. Road crossings. 3. Mile and gradient posts.
		18,903	121	...	...	655	2	VI.—ELECTRIC TELEGRAPH.
17,22,430	20,028			5,15,941	14,517			VII.—BALLAST AND PERMANENT-WAY—
...	...	10,37,935	6,632	...	...	22,77,119	6,964	1. Ballast.
...	...	24,44,495	15,619	...	...	52,53,352	16,071	2. Permanent-way.
10,44,473	12,145			85,917	2,418			VIII.—STATIONS AND BUILDINGS—
...	...	3,24,569	2,074	...	...	12,96,933	3,966	1. Stations and offices.
...	...	18,829	120	...	...	5,07,975	1,554	2. Workshops, store buildings, &c.
...	...	3,32,151	2,122	...	...	5,03,899	1,541	3. Staff quarters.
...	...	2,22,167	1,420	...	...	6,79,480	2,078	4. Station machinery.
2,56,056	2,977			8,580	241			IX.—PLANT—
...	...	1,82,770	1,168	...	...	4,44,418	1,359	1. Engineering.
...	...	45,466	291	...	...	1,89,895	581	2. Locomotive.
...	...	287	2	...	...			3. Carriage and wagon.
...	...	26,348	168	...	...	85,699	262	4. Station and office furniture.
...	...	10,417	67	...	...	...	...	X.—FERRIES, &c.— 1. Ferries. 2. Floating bridges.
7,04,760	8,195					35,62,697	10,895	XI.—ROLLING STOCK—
...	...	1,75,721	1,123	...	...	...	...	1. Locomotive.
...	...	7,88,873	5,041	...	...	...	..	2. Carriage and wagon.
3,47,809	4,044			21,626	608			XII.—GENERAL CHARGES—
...	...	1,82,507	1,166	...	...	2,27,935	697	1. Direction or general.
...	...	4,51,599	2,886	...	...	15,00,406	4,588	2. Engineering.
...	...	45,062	288	...	...	1,34,322	411	3. Stores.
...	...	48,281	308	...	...	1,44,798	443	4. Audit and account.
...	...	18,953	121	...	...	22,311	68	5. Medical and sanitation.
...	...	1,35,841	868	...	...	...	...	Loss by Exchange.
60,18,231	69,979	(*e*) 1,22,28,381	(*e*) 78,137	(*e*) 15,45,713	(*e*) 43,492	2,65,32,093	81,137	TOTAL.

(*d*) Including R41,029 on account of interest on capital during construction not included in any of the above heads.
(*e*) Less receipts on capital account.
(*f*) Excluding the Rangoon suburban lines, and the open section of the Mu Valley railway.

APPENDIX

Details of capital expenditure and mileage cost of state railways at the

METRE

MAIN HEAD AND SUB-HEAD.	STATE LINE CONSTRUCTED BY THE STATE—contd.		STATE LINES CONSTRUCTED							
	TOUNGOO-MANDALAY (210·50 MILES.) (a) HALF-YEAR ENDING 30TH JUNE 1889.		PALANPUR-DEESA (17·28 MILES.) HALF-YEAR ENDING 31ST DECEMBER 1893.		SOUTHERN MAHRATTA, (1,042·70 MILES.) HALF-YEAR ENDING 31ST DECEMBER 1890.		GUNTAKAL-MYSORE FRONTIER, (119·50 MILES.) HALF-YEAR ENDING 31ST DECEMBER 1893.		SOUTH INDIAN.(c) (1,042·16 MILES.) HALF-YEAR ENDING 30TH JUNE 1891.	
	Total of each main head.	Cost per mile open.	Total of each main head.	Cost per mile open.	Total of each main head.	Cost per mile open.	Total of each main head.	Cost per mile open.	Total of each main or sub-head.	Cost per mile open.
	R	*R*	*R*	*R*	*R*	*R*	*R*	*R*	*R*	*R*
I.—PRELIMINARY EXPENSES—	1,71,254	770	1,991	115	10,90,911	1,045	59,327	497	10,24,302	983
1. Survey expenses	...	...	...	...	...	...	...	...	...	...
2. Plant	...	...	...	...	...	...	...	...	...	...
3. Establishment	...	...	...	...	...	...	...	...	...	...
II.—LAND	3,16,081	1,421	...	...	10,25,442	982	18,716	157	3,80,376	365
III.—FORMATION—			62,837	3,636	1,88,17,573	18,030	7,82,349	6,547	55,18,444	5,295
1. Earthwork			...	...	...	...	...	...	...	...
2. Tunnels			...	...	...	...	...	...	...	...
IV.—BRIDGEWORK—			61,180	3,541	1,83,66,507	17,597	20,57,037	17,214	1,49,14,150	14,311
1. Large bridges			...	...	...	...	...	...	...	...
2. Minor bridges			...	...	...	...	...	...	...	...
V.—FENCING, &C.—	65,78,182	29,365	4,984	288	23,47,110	1,291	51,883	434	15,61,664	1,499
1. Fencing			...	...	...	...	...	...	...	...
2. Road crossings			...	...	...	...	...	...	...	...
3. Mile and gradient posts			...	...	...	...	...	...	...	...
VI.—ELECTRIC TELEGRAPH			...	...	...	...	1,440	12	88,234	85
VII.—BALLAST AND PERMANENT-WAY—	57,83,275	25,992	1,87,859	10,872	2,15,49,213	20,647	18,22,300	15,249	1,88,98,790	18,134
1. Ballast	...	...	...	...	...	...	...	...	...	...
2. Permanent-way	...	...	...	...	...	...	...	...	...	...
VIII.—STATIONS AND BUILDINGS—	18,22,563	8,191	26,583	1,538	94,23,387	9,029	3,56,884	3,321	70,65,284	6,779
1. Stations and offices	...	...	...	...	...	...	...	...	...	...
2. Workshops, store buildings, &c.	...	...	...	...	...	...	...	...	...	...
3. Staff quarters	...	...	...	...	...	...	...	...	...	...
4. Station machinery	...	...	...	...	...	...	...	...	...	...
IX.—PLANT—	4,16,257	1,871	4,443	257	25,76,012	2,468	28,363	237	17,19,017	1,649
1. Engineering	...	...	...	...	...	...	...	...	...	...
2. Locomotive	...	...	...	...	...	...	...	...	...	...
3. Carriage and wagon	...	...	...	...	...	...	...	...	...	...
4. Station and office furniture.	...	...	...	...	...	...	...	...	...	...
X.—FERRIES, &C.—										
1. Ferries	...	...	...	...	...	...	...	...	...	...
2. Floating bridges										
XI.—ROLLING STOCK—	53,94,051	25,254			98,03,576	9,489				
1. Locomotive	...	...	...	...	...	...	...	...	43,29,145	4,154
2. Carriage and wagon	...	...	...	...	...	...	...	...	71,77,141	6,887
XII.—GENERAL CHARGES—	14,67,669	6,596	14,076	813	6363,170	6,097	6,23,786	5,136	82,09,263	7,877
1. Direction or general	...	...	...	...	...	...	...	...	...	...
2. Engineering	...	...	...	...	...	...	...	...	...	...
3. Stores	...	...	...	...	...	...	...	...	...	...
4. Audit and account	...	...	...	...	...	...	...	...	...	...
5. Medical and sanitation	...	...	...	...	...	...	...	...	...	...
Loss by Exchange	...	...	...	...	4,91,090	471	...	...	2,42,360	233
TOTAL	1,99,49,332	89,660	3,63,953	21,062	9,09,53,991	87,146	(b) 58,32,085	48,804	(d) 7,22,46,450	69,324

(a) Excluding the Meiktila branch.
(b) Less receipts on capital account.
(c) Including the Villupuram-Dharmavaram section, which was constructed by the State.
(d) Including Rs1,18,280 on account of maintenance, charged to capital account not included in any of the above heads.

G—*continued.*

end of the half-year in which the last open section of each separate project was completed—contd.

GAUGE—*contd.*

BY COMPANIES.		NATIVE STATE LINES CONSTRUCTED BY THE GOVT. OF INDIA.						
MÁYAVARAM-MUTUPET.(e) (52·50 Miles.) HALF-YEAR ENDING 30TH JUNE 1894.		JODHPORE-BICKANER. (Jodhpore section.)(f) (190·50 Miles.) HALF-YEAR ENDING 30TH JUNE 1895.		JODHPORE-BICKANER. (Bickaner section.) (47·50 Miles.) HALF-YEAR ENDING 31ST DECEMBER 1891.		BHÁVNAGAR-GONDAL-JUNÁGARH-PORBANDAR. (309·16 Miles.) (g) HALF-YEAR ENDING 31ST DECEMBER 1890.		MAIN HEAD AND SUB-HEAD.
Total of each main head.	Cost per mile open.	Total of each main or sub-head.	Cost per mile open.	Total of each main head.	Cost per mile open.	Total of each main head.	Cost per mile open.	
£	£	£	£	£	£	£	£	
16,099	298	41,739	130	7,826	180	1,19,442	363	I.—PRELIMINARY EXPENSES—
...	...	...	...	...	...	...	...	1. Survey expenses.
...	...	...	...	...	...	...	...	2. Plant.
...	...	...	...	...	...	...	...	3. Establishment.
151,105	3,540	1,007	3	...	...	...	...	II.—LAND.
2,22,502	4,121	2,24,818	701	60,535	1,392	16,74,017	5,086	III.—FORMATION—
...	...	...	...	...	...	...	...	1. Earthwork.
...	...	...	...	...	...	...	...	2. Tunnels.
7,24,088	13,412	2,13,095	665	2,590	57	41,19,819	12,516	IV.—BRIDGEWORK—
...	...	...	...	...	...	...	...	1. Large bridges.
...	...	...	...	...	...	...	...	2. Minor bridges.
17,473	324	5,087	16	105	2	71,451	217	V.—FENCING, &c.—
...	...	...	...	...	...	...	...	1. Fencing.
...	...	...	...	...	...	...	...	2. Road crossings.
								3. Mile and gradient posts.
2,173	40	36,682	114	...	...	10,425	32	VI.—ELECTRIC TELEGRAPH.
6,90,875	12,796	43,16,594	13,562	13,42,378	30,859	49,16,242	14,935	VII.—BALLAST AND PERMANENT WAY—
...	...	...	...	...	...	...	...	1. Ballast.
...	...	...	...	...	...	...	...	2. Permanent-way.
1,38,385	2,563	3,47,149	1,083	14,075	324	21,49,764	6,531	VIII.—STATIONS AND BUILDINGS—
...	...	...	...	...	...	...	...	1. Stations and offices.
...	...	...	...	...	...	...	...	2. Workshops, store buildings, &c.
...	...	...	...	...	...	...	...	3. Staff quarters.
...	...	...	...	...	...	...	...	4. Station machinery.
13,254	245	49,591	155	1,033	24	3,52,828	1,072	IX.—PLANT—
...	...	...	...	...	...	...	...	1. Engineering.
...	...	...	...	...	...	...	...	2. Locomotive.
...	...	...	...	...	...	...	...	3. Carriage and wagon.
...	...	...	...	...	...	...	...	4. Station and office furniture.
								X.—FERRIES, &c.—
...	...	...	...	...	...	...	...	1. Ferries.
								2. Floating bridges.
						21,57,548	6,555	XI.—ROLLING STOCK—
...	...	3,56,481	1,112	...	...	...	...	1. Locomotive.
...	...	6,41,179	2,001	...	...	...	...	2. Carriage and wagon.
2,46,887	4,573	88,073	275	4,254	98	8,73,566	2,654	XII.—GENERAL CHARGES—
...	...	...	...	...	...	...	...	1. Direction or general.
...	...	...	...	...	...	...	...	2. Engineering.
...	...	...	...	...	...	...	...	3. Stores.
...	...	...	...	...	...	...	...	4. Audit and account.
...	...	...	...	...	...	...	...	5. Medical and sanitation.
...	...	...	...	...	...	...	...	Loss by Exchange.
22,62,841	41,912	63,51,495	19,827	14,32,706	32,936	1,64,45,102	49,961	TOTAL.

(e) Funds were provided in nearly equal portions by the Tanjore District Board from a special cess, and by the Madras Government from Provincial Funds.
(f) The section from Kharchi to Pali was constructed by the Jodhpore Darbar.
(g) Excluding also miles of dock estates and quarry lines constructed and maintained by the Native States as separate undertakings from the Bhávnagar-Gondal-Junágarh-Porbandar railway.

APPENDIX

Details of capital expenditure and mileage cost of state railways at the

METRE

Main head and sub-head.	NATIVE STATE LINES CONSTRUCTED BY NATIVE STATES.						NATIVE STATE LINES COM	
	MYSORE-NANJANGÚD. (25·25 Miles.) (a) Half-year ending 31st December 1892.		JETALSAR-RÁJKOT. (46·23 Miles.) Half-year ending 30th June 1892.		YESVANTPUR-MYSORE FRONTIER. (51·35 Miles.) Half-year ending 31st December 1895.		GAEKWAR'S MEHSÁNA (92·03 Miles.) Half-year ending 31st December 1891.	
	Total of each main head.	Cost per mile open.	Total of each main head.	Cost per mile open.	Total of each main head.	Cost per mile open.	Total of each main head.	Cost per mile open.
	R	R	R	R	R	R	R	R
I.—Preliminary expenses—	15,069	988	14,255	308	66,294	1,291	10,385	112
1. Survey expenses	...	...	...	...	...	...	...	...
2. Plant	...	...	...	...	...	...	...	...
3. Establishment	...	...	...	...	...	...	...	...
II.—Land	5	...	10,080	218	23,744	462	...	...
III.—Formation—	1,30,884	8,583	2,12,795	4,603	5,21,077	10,148	2,65,898	2,871
1. Earthwork	...	...	...	...	...	...	...	...
2. Tunnels	...	...	...	...	...	...	...	...
IV.—Bridgework—	83,294	5,462	1,88,891	4,086	5,41,178	10,539	4,61,777	4,985
1. Large bridges	...	...	...	...	...	...	...	...
2. Minor bridges	...	...	...	...	...	...	...	...
V.—Fencing, &c.—	14,741	967	37,926	816	68,497	1,334	50,501	545
1. Fencing	...	...	...	...	...	...	...	...
2. Road crossings	...	...	...	...	...	...	...	...
3. Mile and gradient posts								
I.—Electric Telegraph	...	...	...	...	...	...	...	...
VII.—Ballast and permanent-way—	2,44,401	16,026	6,44,743	13,947	8,66,805	16,881	16,43,851	17,746
1. Ballast	...	...	...	...	...	...	...	...
2. Permanent-way	...	...	...	...	...	...	...	...
VIII.—Stations and buildings—	57,918	3,798	1,01,673	2,199	1,13,371	2,208	3,47,640	3,753
1. Stations and offices	...	...	...	...	...	...	...	...
2. Workshops, store buildings, &c.	...	...	...	...	...	...	...	...
3. Staff quarters	...	...	...	...	...	...	...	...
4. Station machinery	...	...	...	...	...	...	...	...
IX.—Plant—	5,718	375	18,125	392	40,445	788	29,870	323
1. Engineering	...	...	...	...	...	...	...	...
2. Locomotive	...	...	...	...	...	...	...	...
3. Carriage and wagon	...	...	...	...	...	...	...	...
4. Station and office furniture	...	...	...	...	...	...	...	...
X.—Ferries, &c.—								
1. Ferries	...	...	...	...	...	...	...	...
2. Floating bridges								
XI.—Rolling stock—							16,026	173
1. Locomotive	...	...	...	...	...	...	...	...
2. Carriage and wagon	...	...	...	...	...	...	...	...
XII.—General charges—	40,384	2,648	69,986	1,514	1,32,567	2,582	78,102	843
1. Direction or general	...	...	...	...	...	...	...	...
2. Engineering	...	...	...	...	...	...	...	...
3. Stores	...	...	...	...	...	...	...	...
4. Audit and account	...	...	...	...	...	...	...	...
5. Medical and sanitation	...	...	...	...	...	...	...	...
Loss by Exchange	...	...	...	...	...	...	...	...
Total	5,92,414	38,847	12,98,274	28,083	23,74,038	46,233	29,04,050	31,351

(a) Opened for traffic on the 1st December 1891, but no separate account was received until the end-half of 1892.

G—*concluded.*

***end of the half-year in which the last open section of each separate project was completed*—concluded.**

GAUGE.—*concld.*		SPECIAL GAUGES.						
CONSTRUCTED BY FANIES.		STATE LINES CONSTRUCTED BY THE STATE.				NATIVE STATE LINE CONSTRUCTED BY NATIVE STATE.		
KOLHÁPUR. (39·09 Miles.) (a) HALF-YEAR ENDING 30TH JUNE 1892.		KAUNIA-DHARLA. (37·03 Miles, 2′ 0″ GAUGE.) HALF-YEAR ENDING 31ST DECEMBER 1884.		JORHÁT. (30·60 Miles, 2′ 0″ GAUGE.) HALF-YEAR ENDING 31ST DECEMBER 1887.		COOCH BEHAR. (22·13 Miles, 2′ 6″ GAUGE.) HALF-YEAR ENDING 31ST DECEMBER 1893.		MAIN HEAD AND SUB-HEAD.
Total of each main head.	Cost per mile open.	Total of each main head.	Cost per mile open.	Total of each main head.	Cost per mile open.	Total of each main or sub-head.	Cost per mile open.	
R	*R*	*R*	*R*	*R*	*R*	*R*	*R*	
13,858	477	910	25	388	13	9,764	441	I.—PRELIMINARY EXPENSES—
...	...	...	...	...	...	...	...	1. Survey expenses.
...	...	...	...	...	...	...	...	2. Plant.
...	...	...	...	...	...	...	...	3. Establishment.
9,821	338	14,432	390	4,728	155	10,046	454	II.—LAND.
2,64,480	9,098							III.—FORMATION—
...	...					82,400	3,725	1. Earthwork.
...	...					...	...	2. Tunnels.
10,91,301	37,540							IV.—BRIDGEWORK—
...	...					31,560	1,427	1. Large bridges.
...	...	88,841	2,401	1,18,590	3,875	27,996	1,266	2. Minor bridges.
41,709	1,435							V.—FENCING, &c.—
...	...					...	...	1. Fencing.
...	...					913	41	2. Road crossings.
								3. Mile and gradient posts.
...	...					...	...	VI.—ELECTRIC TELEGRAPH.
5,21,575	17,942	4,98,680	13,478	3,09,346	10,109			VII.—BALLAST AND PERMANENT-WAY—
...	...	...	...	...	...	...	...	1. Ballast.
...	...	...	...	...	...	3,02,756	13,687	2. Permanent-way.
2,24,995	7,740	21,470	580	62,578	2,045			VIII.—STATIONS AND BUILDINGS—
...	...	...	...	...	...	10,474	473	1. Stations and offices.
...	...	...	...	...	...	4,362	197	2. Workshops, store buildings, &c.
...	...	...	...	...	...	6,017	272	3. Staff quarters.
...	...	...	...	...	...	10,081	456	4. Station machinery.
6,981	240	8,444	228	20,606	673			IX.—PLANT—
...	...	...	...	...	...	6,411	290	1. Engineering.
...	...	...	...	...	...	...	...	2. Locomotive.
...	...	...	...	...	...	...	...	3. Carriage and wagon.
...	...	...	...	...	...	647	29	4. Station and office furniture.
		1,20,677	3,261					X.—FERRIES, &c.—
...	...	...	...	...	...	...	...	1. Ferries.
								2. Floating bridges.
		1,60,637	4,342	1,18,901	3,886			XI.—ROLLING STOCK—
...	...	...	...	...	...	30,890	1,396	1. Locomotive.
...	...	...	...	...	...	45,722	2067	2. Carriage and wagon.
1,17,746	4,050	8,291	224	36,622	1,197			XII.—GENERAL CHARGES—
...	...	...	...	...	...	1,211	55	1. Direction or general.
...	...	...	...	...	...	44,022	2,031	2. Engineering.
...	...	...	...	...	...	1,410	64	3. Stores.
...	...	...	...	...	...	1,207	55	4. Audit and account.
...	...	...	...	...	...	3,498	158	5. Medical and sanitation.
...	...	...	...	...	...	...	...	Loss by Exchange.
22,92,466	78,860	9,22,382	24,929	6,71,759	21,953	(c) 6,34,741	(c) 28,695	TOTAL.

(a) Opened for traffic on the 21st April 1891, but no capital account was received until the first-half of 1892.
(c) Including R2,434 on account of loss on working the open line not included in any of the above heads.

APPENDIX

Statement showing for the financial years 1886-87 to 1895-96 the mileage and the actual amounts closed as also the Budget and Revised

RAILWAY.	1886-87.		1887-88.		1888-89.		1889-90.		1890-91.		1891-92.	
	Mileage.	Actuals.	Mileage.	Actuals.	Mileage.	Actuals.	Mileage.	Actuals.	Mileage.	Actuals.	Mileage.	Actuals.
		R		R		R		R		R		R
East Indian (a)	1,615½	16,36,685	(b)1,669½	6,06,631	1,610	36,156	1,610	6,70,785	1,610	—2,27,178	1,610	—7,31,147
Rajputana-Malwa railway system. (c)	1,667½	2,60,459	1,667½	10,32,415	1,665	5,11,381	1,672½	1,89,927	1,672½	36,419	1,674	—3,31,136
Bhopal-Itárst (British section)	...	...	...	...	...	...	...	...	13	1,69,118	13	1,96,542
Sindia	74½	6,363	74½	1,895	(d)	(d)	...	...	...	...	...	...
Warora colliery, including Wardha Coal railway, to end of 1890-91.	46½	2,73,320	46½	—1,41,792	46½	—28,954	46½	—31,227	46½	—2,50,953	...	12,667
Wardha Coal	...	...	...	...	...	...	...	...	...	...	(e) 45	—2,78,105
Umaria colliery	...	3,32,636	...	1,52,534	...	87,231	...	44,470	...	54,458	...	71,788
Burma (state)	333	1,50,534	333	2,27,796	(f)555	8,46,796	555½	4,24,086	558½	1,48,664	558½	4,58,823
Eastern Bengal (state) (g)	506½	17,74,189	676½	20,68,575	676	12,21,223	750½	16,30,513	778½	14,33,124	777	12,91,146
Bengal-Nágpur—												
Katni-Umaria	...	...	37	1,10,938	(h)	(h)	...	...	...	...	...	...
Nágpur-Chhattisgarh	149	(i) 6,76,393	(f)	(f)	...	...	...	...	...	...	...	...
Tirhoot	245½	2,70,398	259½	3,45,774	273½	1,83,271	273½	1,35,568	(h) 379½	1,75,175	341½	—59,374
Oudh and Rohilkhand (state)	...	...	...	...	692½	—3,60,823	692½	3,84,410	692½	2,33,375	692½	21,189
North Western (state) (j)	2,058½	11,43,159	2,384½	45,00,367	2,381	—7,72,976	2,368½	7,86,924	2,368½	22,96,661	2,358½	8,50,946
Guntakal-Mysore frontier	...	...	...	...	...	...	...	...	...	...	...	...
South Indian	...	...	...	...	...	...	...	...	900½	12,55,115	1,103½	—17,45,079
Bezwada Extension	...	...	...	...	...	...	21½	39,154	21½	34,602	21½	19,133
Bezwada-Madras (Madras-Ennis section)	...	...	...	...	...	...	...	...	...	...	...	...
Dhond-Manmád	145½	20,777	145½	12,170	145½	24,670	145½	10,835	145½	4,470	145½	61,912
TOTAL	6,943	65,44,915	7,235	89,18,510	8,044½	17,47,984	8,135	42,86,465	9,136½	54,62,448	9,342½	—1,61,593

* For information relating to earlier years, see Appendix II to Part II of the Administration Report for 1894-95.
(a) Including expenditure on the Dildárnagar-Gházipur, Patna-Gya and Nalhati railways.
(b) Benares branch transferred to the Oudh and Rohilkhand railway.
(c) There may be some outlay in the earlier years which could properly be treated as construction outlay, but it is difficult to make a separation.
(d) Transferred to the Indian Midland railway.
(e) Excluding 14 miles at Warora retained by the colliery as a siding on the transfer of the working of the Wardha Coal state railway to the Great Indian Peninsula Railway Company.

H.

*expended on capital account on State railways (open lines) the construction estimates of which have been Estimate figures from 1892-93 to 1895-96.**

1892-93.				1893-94.				1894-95.				1895-96.			
Mileage.	Budget estimate.	Revised estimate.	Actuals.	Mileage.	Budget estimate.	Revised estimate.	Actuals.	Mileage.	Budget estimate.	Revised estimate.	Actuals.	Mileage.	Budget estimate.	Revised estimate.	Actuals.
	R	R	R		R	R	R		R	R	R		R	R	R
1,610½	11,45,000	12,79,000	13,25,919	1,610½	16,23,000	43,54,000	42,53,807	1,672½	24,00,000	35,41,000	38,32,382	1,700½	31,00,000	55,50,000	52,11,142
1,674	3,00,000	7,35,000	6,01,212	1,674	4,87,000	5,04,000	4,98,405	1,674	9,70,000	15,92,000	11,38,889	1,674	6,56,000	10,29,000	9,97,944
13	2,70,000	2,70,000	2,69,814	13	2,68,000	2,25,000	1,92,146	13	1,40,000	1,40,000	1,31,741	13	75,000	51,000	47,228
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	2,62,000	—4,000	9,918	...	4,76,000	1,06,600	1,12,397	...	5,00,000	4,34,000	3,97,944	...	1,84,000	—70,000	—81,610
45	15,000	7,000	6,493	45	15,000	...	...	45	20,000	...	...	45	1,05,000	7,000	3,405
...	50,000	1,000	37,608	...	55,000	—43,700	—42,470	...	44,000	52,000	42,989		52,000	53,000	56,573
556½	3,00,000	3,66,000	2,32,368	577½	4,32,000	6,22,400	6,36,880	577½	4,00,000	3,47,000	4,17,467	577½	—89,000	—1,10,000	—64,767
777	18,06,900	13,37,000	8,94,965	813½	14,68,000	10,94,000	10,55,438	813	9,00,000	6,45,000	6,02,680	813½	12,00,000	14,16,000	14,25,285
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
341½	2,25,000	12,40,000	12,48,004	341½	1,98,000	1,83,000	1,24,598	341½	8,00,000	5,05,000	2,58,104	341½	7,00,000	6,03,000	5,08,239
692½	5,85,600	—2,43,000	—1,97,052	741	13,99,000	13,28,500	11,90,869	796½	7,43,000	16,65,000	15,72,763	797½	16,43,000	13,59,000	12,23,762
2,427½	17,17,700	18,49,000	18,39,046	2,427½	8,67,000	16,08,000	12,43,985	2,439½	21,28,000	18,20,000	18,39,009	2,535½	8,40,000	19,91,000	17,10,598
...	...	...	...	...	...	...	...	...	...	...	...	119½	50,000	20,000	17,947
1,042½	13,70,000	9,86,000	7,74,489	1,041½	11,37,000	7,25,000	7,30,345	1,041½	6,00,000	2,00,000	1,85,032	1,041½	8,50,000	4,50,000	3,82,340
21½	10,000	5,000	4,80.	21½	5,000	5,000	5,006	20½	10,000	5,000	3,405	(m)	(m)	(m)	(m)
...	...	...	...	...	...	...	...	...	...	...	...	9	3,00,000	4,30,000	4,01,865
145½	70,000	38,000	39,684	145½	1,69,000	1,07,000	93,815	145½	1,30,000	51,000	48,040	145½	2,85,000	2,16,000	1,40,209
9,348½	81,27,200	78,66,000	70,69,477	9,451½	85,99,000	1,06,18,800	1,01,15,415	9,569½	97,85,000	1,09,97,000	1,05,20,445	9,813½	99,32,000	1,29,95,000	1,19,79,860

(*f*) Including the Toungoo-Mandalay railway.
(*g*) Including outlay on sidings and extensions which cannot be separated.
(*h*) Transferred to the Bengal-Nagpur railway.
(*i*) Including outlay on the Kanhan bridge, which was not opened until 1st September 1887.
(*j*) Taken over by the Bengal-Nagpur railway on the 9th May 1887.
(*k*) Working made over to the Bengal and North-Western railway on the 1st July 1890.
(*l*) Excluding expenditure on troop traffic works and gradient improvements from 1886-87, and on the Sukkur bridge from 1886-87 to 1892-93.
(*m*) Amalgamated with the East Coast (state) railway.

APPENDIX

List of locomotive and vehicle stock on the standard

Progressive number.	Description.	STANDARD GAUGE.												Total.
		STATE LINES WORKED BY COMPANIES.			STATE LINES WORKED BY THE STATE.					LINES WORKED BY GUARANTEED COMPANIES.			LINE OWNED BY NATIVE STATE AND WORKED BY COMPANY.	
		I.—East Indian.*	II.—Bengal-Nagpur.	III.—Indian Midland.	XII.—North Western (state).	XIV.—Oudh and Rohilkhand (state).	XV.—Eastern Bengal (state) (including the Bengal Central railway).	XVII.—Calcutta Port Commissioners'.	XVIII.—East Coast (state).	XXIV.—Great Indian Peninsula.*	XXV.—Bombay, Baroda and Central India.	XXVI.—Madras.	XXXVI.—The Nizam's Guaranteed State.	
	LOCOMOTIVES.													
1	Mail, special	...	16	...	73	26	...	...	...	...	...	41	...	115
2	Passenger, ordinary	198	6	36	238	10	(b) 104	...	...	113	25		13	784
3	Goods	388	83	55	237	124	...	...	...	376	98	69	37	1,469
4	Incline, special	...	...	...	20	...	...	...	...	74	...	...	...	94
5	Tank	10	4	20	1	...	5	6	4	42	3	16	...	69
6	Local traffic, shunting and ballast	...	...	...	20	6	...	...	...		12	...	...	80
7	Special engines of sorts (*e.g.*, Fairlie or rack or tram)	...	...	...	(a) 14	...	...	...	39	...	(c) 24	(c) 40	...	117
	TOTAL	596	111	111	603	166	109	6	43	605	162	166	50	2,728
	COACHING VEHICLES.													
1	Saloons, Royal	4	...	...	...	...	...	...	...	...	...	...	...	4
2	Saloons, State	...	...	3	12	...	(e) 1	...	...	...	...	(e) 2	...	18
3	Saloons, ordinary	...	...	...	...	...	(f) 13	...	...	...	12	26	6	57
4	Reserved carriages	24	6	1	46	14	...	...	...	...	6	(f) 9	...	106
5	Family carriages	...	...	3	...	1	...	...	...	...	...	...	...	4
6	Attendants' carriages	...	...	...	2	...	...	...	...	...	...	...	...	2
7	Inspection carriages	...	...	...	...	...	...	...	3	...	...	...	...	3
8	First class carriages — Ordinary	76	8	21	88	38	(g) 15	...	11	88	(h) 8	...	10	363
	First class carriages — Bogie	...	...	...	...	...	...	...	...	...	...	...	...	...
	First class carriages — Ambulance	...	...	...	...	...	...	...	...	...	...	...	...	...
9	Upper class carriages — Ordinary	...	...	...	...	...	...	...	...	...	...	...	...	...
	Upper class carriages — Bogie	...	...	...	...	...	...	...	...	...	...	...	...	...
	Upper class carriages — Ambulance	...	...	...	...	...	...	...	...	...	...	...	...	...
	Carried over	104	14	28	148	53	29	...	14	88	26	37	16	357

* In addition to the coaching stock shown in this list, there are for the through mail service to Bombay, 8 first and 8 second class carriages, 8 through luggage vans, and 12 post office vans (36 in all), which are joint stock belonging to the East Indian and the Great Indian Peninsula railways. The Great Indian Peninsula railway possesses a $\frac{1}{16}$th share in this stock.

I.

and metre gauge railways on the 31st December 1895.

METRE GAUGE.

STATE LINES WORKED BY COMPANIES.						STATE LINES WORKED BY THE STATE.		ASSISTED COMPANIES.				LINES OWNED AND WORKED BY NATIVE STATES.		TOTAL.	Progressive number.	REMARKS.
XLIII.—Bengal and North-Western—Tirhoot section, Company's section.	XLV.—Rajputana-Malwa.	XLVII.—Southern Mahratta.	XLIX.—Southern Mahratta (Operé section).	L.—South Indian.	LII.—Assam-Bengal.	LIII.—Eastern Bengal (state)—Northern, Bihar and Tirhoot sections.	LIV.—Burma (state).	LVII.—Dooplur.	LVIII.—Rohilkund and Kumaon (including Lucknow-Bareilly section).	LIX.—Bengal Dooars.	LX.—Dhrol-Sidsiya.	LXVII.—Jodhpore-Bickaneer—Jodhpore section, Bickaneer section.	LXIX.—Bhavnagar-Gondal-Junagadh-Porbandar.			
...	34	...	...	...	...	...	...	...	...	...	...	...	...	34	1	
36	109	26	...	65	16	17	18	3	8	4	10	17	33	285	2	(*a*) These are metre gauge engines.
68	271	147	37	131		65	117		15		4			928	3	(*b*) Of these, ten engines are used in shunting, thirty-one in running local trains, fifty-one in running goods and mixed trains, and twelve in running mail and passenger trains.
...	...	3	...	...	6	...	...	...	...	...	...	...	...	9	4	
1	...	3	5	3	...	(*d*) 2	4	...	3	...	4	...	...	30	5	(*c*) Utilised for hauling mixed trains.
...	32	...	...	...	...	...	...	...	1	...	...	...	...	33	6	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	7	(*d*) Used in shunting and local traffic.
105	446	179	42	204	22	84	139	3	27	4	18	17	33	1,323		
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	
3	6	...	3	1	...	(*f*) 2	(*j*) 1	...	...	...	...	...	...	16	2	(*e*) These are six-wheeled vehicles.
9	...	...	...	2	...	(*f*) 16	(*f*) 1	...	...	1	...	2	2	33	3	(*f*) Of these, two are six-wheeled carriages.
4	...	(*i*) 5	3	3	3	...	20	...	5	...	...	...	(*h*) 7	50	4	(*g*) These are sleeping carriages.
...	...	...	...	...	...	...	4	...	...	...	...	...	...	4	5	(*h*) Of these, one is a six-wheeled carriage.
...	...	...	...	...	...	2	...	...	...	...	...	...	...	2	6	(*i*) Of these, three are on bogie frames.
...	11	...	...	...	...	...	...	...	...	...	...	...	...	11	7	(*j*) On bogie frames.
16	124	16	4	19	1	(*k*) 12	34	...	11	...	...	6	13	256	8	
...	...	...	...	...	...	2	...	...	...	...	...	...	...	2		
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...		
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...		(*k*) Of these, eight are six-wheeled carriages.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	9	(*l*) Of these, one is a bogie carriage.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...		
32	141	21	10	25	4	34	60	...	16	1	...	8	22	374		

APPENDIX

List of locomotive and vehicle stock on the standard

Progressive number.	Description.	STANDARD GAUGE.												Total.
		State lines worked by companies.			State lines worked by the State.					Lines worked by guaranteed companies.			Line owned by native state and worked by company.	
		I.—East Indian.	II.—Bengal-Nágpur.	III.—Indian Midland.	XII.—North Western (state).	XIV.—Oudh and Rohilkhand (state).	XV.—Eastern Bengal (state) (including the Bengal Central Railway).	XVII.—Calcutta Port Commissioners.	XVIII.—East Coast (state).	XXIV.—Great Indian Peninsula.	XXV.—Bombay, Baroda and Central India.	XXVI.—Madras.	XXXVI.—The Nizam's Guaranteed State.	
	Coaching vehicles—*continued.*													
	Brought forward	304	14	28	148	53	29	...	14	88	26	37 (e)	16	557
10	Composite, first and second class carriages { Ordinary	62	25	34	71	41	44	...	10	73	18	42	9	429
	Bogie	...	...	...	25	...	...	...	...	...	7	...	...	32
	Ambulance	...	...	...	...	...	...	...	...	...	...	...	...	...
	Six-wheeled	...	...	...	...	...	...	...	...	...	4	...	...	4
11	Composite, second and third class carriages { Ordinary	...	...	...	...	...	...	...	...	2	...	...	...	2
	Bogie	...	...	...	...	...	...	...	...	...	...	...	...	...
	Ambulance	...	...	...	...	...	...	...	...	...	...	...	...	...
12	Composite, first, second and third class carriages { Ordinary	...	...	...	...	...	...	...	...	...	...	...	...	...
	Bogie	...	...	...	10	...	...	...	...	...	...	...	...	10
	Ambulance	...	... (a)	...	...	... (a)	...	...	...	...	...	...	...	...
	Ordinary	...	4	...	... (b)	5	...	...	...	...	...	...	...	9
13	Other composite carriages { Bogie	2	...	...	2	...	...	...	...	...	...	...	...	4
	Ambulance	...	...	...	...	...	... (d)	...	...	...	...	...	...	...
	Ordinary	88	15	17	82	25	12	...	14	150	41	70	8	522
14	Second class carriages { Bogie	...	...	...	...	...	...	...	...	...	...	...	...	...
	Ambulance	...	...	...	...	...	...	...	...	...	...	...	...	...
	Ordinary	...	...	...	...	...	...	...	...	22	...	...	...	22
15	Second class carriages with postal accommodation { Bogie	...	...	...	...	...	...	...	...	...	...	...	...	...
	Ambulance	...	...	...	...	...	...	...	...	...	...	...	...	...
	Ordinary	73	8	...	98	20	36	...	...	...	...	...	...	235
16	Intermediate class carriages { Bogie	...	...	...	...	...	...	...	...	...	...	...	...	...
	Ambulance	...	...	...	...	...	16	...	...	...	...	...	...	16
	Six-wheeled	...	...	...	...	...	...	...	...	...	22	...	...	22
17	Intermediate and third class carriages { Ordinary	39	11	...	36	13	15	...	...	...	...	...	...	114
	Bogie	2	...	...	14	...	...	...	...	...	...	...	...	16
	Ambulance	...	...	...	4	...	...	...	...	...	...	...	...	4
18	Intermediate and postal carriages { Ordinary	..	...	...	...	8	8	...	...	...	3	...	...	19
	Bogie	...	...	...	...	...	...	...	...	...	...	...	...	...
	Ambulance	...	...	...	...	...	...	...	...	...	...	...	...	...
19	Intermediate, third and postal carriages { Ordinary	...	1	...	25	...	1	...	...	...	...	...	...	27
	Bogie	...	...	...	...	...	...	...	...	...	...	...	...	...
	Ambulance	...	...	...	...	...	...	...	...	...	...	...	...	...
20	Lower class { Ordinary	...	...	...	...	...	...	...	...	...	...	...	...	...
	Bogie	...	...	...	...	...	...	...	...	...	...	...	...	...
	Ambulance	...	...	...	...	...	...	...	...	...	...	...	...	...
	Carried over	370	78	79	515	165	151	...	38	335	121	149	33	2,044

I—*continued.*

and metre gauge railways on the 31st December 1895.

METRE GAUGE.

STATE LINES WORKED BY COMPANIES.						STATE LINES WORKED BY THE STATE.		ASSISTED COMPANIES.				LINES OWNED AND WORKED BY NATIVE STATES.		TOTAL.	Progressive number.	REMARKS.
XLIII.—{Bengal and North-Western—Tirhoot section, Company's section.	XLIV.—Rajputana-Malwa.	XLVII.—Southern Mahratta.	XLIX.—Southern Mahratta (Mysore section).	L.—South Indian.	LII.—Assam-Bengal.	LI.—Eastern Bengal (state)—Northern, Behar and Dacca sections.	LIV.—Burma (state).	LVII.—Deoghar.	LVIII.—Rohilkund and Kumaon (Moradabad & Lucknow-Bareilly section).	LIX.—Bengal Dooars.	LX.—Dhrol-Sidhpur.	LXVII.—{Jodpore-Bikaner—Sidhpura sections. Jodpore sections.	LXIX.—Bhavnagar-Gondal-Junagarh-Porbandar.			
32	141	21	10	25	4	34	60	..	16	1	...	8	22	374		
28	45	41	6	35	4	24	33	..	12	3	8	6	2	247		(*a*) These are composite (first and third class) carriages.
...	1	5	7	...	1	...	11	...	...	...	...	...	3	28	10	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...		(*b*) These are metre gauge composite (first, second and intermediate class) carriages.
...	...	...	...	...	...	6	...	...	...	...	...	...	...	6		
...	7	...	...	...	...	...	...	...	...	...	...	...	...	7		
...	...	...	...	...	...	...	5	...	...	...	...	...	2	7	11	(*c*) Of these, one is a composite (first and second, with luggage compartment), and four are composite (first, second, intermediate and third class) carriages.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...		
...	...	...	...	9	...	...	...	...	...	...	...	...	...	9	12	
...	...	...	...	20	...	...	...	...	...	...	...	...	2	22		
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...		(*d*) These are sleeping carriages.
...	...	...	...	...	...	...	...	(*a*)2	...	...	...	...	...	2		
...	...	...	...	...	...	...	...	...	...	...	...	...	(*a*) 2	2	13	(*e*) Including thirty-seven sleeping carriages.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...		
10	(*f*)95	34	8	44	...	14	48	...	3	...	...	1	10	267		
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	14	(*f*) Of these, forty are double carriages.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...		
...	...	...	...	...	...	...	...	...	...	...	...	...	5	5		
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	15	(*g*) Of these, one carriage has a compartment for the use of native invalids, and twenty-eight carriages have latrine accommodation.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...		
22	50	...	...	...	...	(*g*)36	...	...	3	...	...	...	...	111		
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	16	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...		
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...		
...	25	...	...	...	...	1	...	...	7	1	...	...	...	34		
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	17	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...		
...	8	...	...	...	...	2	...	...	...	1	...	...	...	11		
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	18	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...		
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...		
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	19	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...		
...	...	...	...	...	...	...	...	8	...	...	...	...	...	8		
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	20	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...		
92	372	101	31	133	9	117	157	10	41	6	8	15	48	1,140		

APPENDIX

List of locomotive and vehicle stock on the standard

Progressive number.	Description.	STANDARD GAUGE.												Total.
		State lines worked by companies.			State lines worked by the State.					Lines worked by guaranteed companies.			Line owned by native state and worked by company.	
		I.—East Indian.	II.—Bengal-Nagpur.	III.—Indian Midland.	XIII.—North Western (state).	XIV.—Oudh and Rohilkhand (state).	XV.—Eastern Bengal (state) (including the Bengal Central railway).	XVII.—Calcutta Port Commissioners.	XVIII.—East Coast (state).	XXIV.—Great Indian Peninsula.	XXV.—Bombay, Baroda and Central India.	XXVI.—Madras.	XXXVI.—The Nizam's Guaranteed State.	
	Coaching vehicles—*concluded.*													
	Brought forward	370	78	79	515	165	161	...	38	335	121	149	33	2,044
21	Third class carriages without brakes { Ordinary	601	(*a*)136	198	86	173	191	...	(*i*)139	326	196	342	51	2,639
	{ Bogie	12	...	...	...	...	...	...	...	...	30	...	...	42
	{ Ambulance	52	(*b*)33	22	94	9	...	...	...	29	15	28	...	272
	{ Six-wheeled	...	...	...	...	...	...	...	...	...	18	...	...	18
22	Third class and postal vans { Ordinary	41	10	13	20	25	3	...	6	...	4	7	8	137
	{ Bogie	...	...	...	...	...	...	...	...	...	...	...	...	...
	{ Ambulance	...	...	...	...	...	...	...	...	...	...	...	...	...
23	Third class carriages with brakes { Ordinary	...	12	...	(*c*)194	51	...	...	...	...	26	6	...	289
	{ Bogie	4	...	...	(*d*) 81	...	...	...	...	...	...	...	...	85
	{ Ambulance	...	...	...	(*e*)324	10	...	...	...	...	...	...	...	334
24	Third class and brake vans	...	...	50	...	...	8	...	...	90	...	...	...	148
25	Compound third class incline vans	...	...	...	...	...	...	...	...	1	...	...	...	1
26	Brake vans	...	23	...	(*f*)507	...	...	...	19	542	28	...	...	1,119
27	Postal vans	22	...	...	11	...	...	...	...	7	2	9	...	51
28	Cooking vans	...	...	...	...	...	1	...	...	...	...	...	...	1
29	Prison vans	...	...	...	...	...	...	...	...	6	...	...	...	6
30	Carriages, dynamometer	...	...	...	1	...	...	...	...	...	...	...	...	1
31	Carriage trucks	39	4	5	42	12	4	...	2	50	4	21	2	185
32	Horse boxes	75	10	10	124	31	10	...	6	93	15	46	10	430
33	Luggage vans	21	29	25	53	12	13	...	2	90	14	24	7	281
34	Produce vendors' vans	...	...	...	...	...	(*g*) 43	...	...	...	...	...	...	43
35	Fish vans	...	...	...	...	...	20	...	...	...	...	...	...	20
36	Store, ice, and stationery vans	...	...	...	15	...	...	...	...	...	...	...	...	15
37	Brake vans fitted with postal compartments	...	...	...	...	...	...	...	...	...	...	...	...	...
38	Open wagons for passengers	...	...	...	...	...	...	...	...	...	...	...	...	...
39	Miscellaneous	...	...	...	...	...	3	...	...	...	...	...	...	3
	Total Coaching vehicles	1,237	316	402	2,067	488	457	(*h*)	212	1,769	473	632	111	8,164
	Goods vehicles.													
1	Cylindrical wagons	...	...	...	...	...	260	...	...	...	...	...	...	260
2	Covered goods wagons, bogie { Iron	...	...	...	412	...	...	...	...	...	...	...	...	412
	{ Wooden	...	...	...	...	...	...	...	...	...	...	...	...	...
3	Covered goods wagons ordinary { Iron	(*k*) 3,683 (*g*)	2,271	1,170	6,244	2,276	1,410	148	(*k*) 650	751	580	397	110	19,590
	{ Wooden	2,649	...	...	131	1,586	(*p*) 84	...	...	3,661	1,653	876	60	10,700
	Carried over	6,332	2,271	1,170	6,787	3,862	1,754	148	650	4,412	2,233	1,273	170	31,662

I—*continued.*

and metre gauge railways on the 31st December 1895.

METRE GAUGE.																			
STATE LINES WORKED BY COMPANIES.							STATE LINES WORKED BY THE STATE.		ASSISTED COMPANIES.				LINES OWNED AND WORKED BY NATIVE STATES.					Progressive number.	REMARKS.
XLIII.—{Bengal and North-Western—Tirhut section. (Company's section.	XLV.—Rajputana-Malwa.	XLVII.—Southern Mahratta.	XLIX.—Southern Mahratta (Mysore section).	L.—South Indian.	LII.—Assam-Bengal.	LIII.—Eastern Bengal (state)—Northern, Behar and Dacca sections.	LIV.—Burma (state).	LVII.—Deoghar.	LVIII.—Bombay and Konkan (including the Southern Mahratta section).	LIX.—Bengal Duars.	LX.—Dhond-Sedjya.	LXVIII.—{Jodhpore-Bikaner—Jodhpore section. / Bikaner section.	LXIX.—Bhávnagar-Gondal-Junagarh-Porbandar.	TOTAL.		
92	372	101	31	153 (6)	9	117 (5)	157	10	41	6	8	15	48 (9)	1,140		
216	628	150	58	549	...	170	255	...	84	13	20	46	116	2,305		(*a*) Of these, nine carriages are provided with retiring accommodation for females.
6	31	8	15	...	...	2	...	...	...	...	...	...	12	74	21	(*b*) Of these, eleven carriages are provided with retiring accommodation for females, and one carriage has fittings for Loshai and Collis' dandies.
...	5	...	1	15	...	...	61	...	...	...	...	...	...	82		
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...		
16	8	29	...	2	...	7	9	...	2	...	...	...	4	77		(*c*) Of these, twelve carriages belong to the late Peroziepore steam tramway.
...	...	...	...	...	...	...	...	...	...	...	...	...	..	...	22	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...		(*d*) Including five metre gauge carriages.
...	101	199	30	...	...	...	4	...	10	...	...	2	...	346		(*e*) Of these, seventy-eight are bogie carriages.
...	...	19	...	55	20	...	37	...	...	...	...	...	...	131	23	(*f*) Including one metre gauge brake van.
...	...	...	2	...	...	...	4	...	...	...	...	...	...	6		(*g*) Of these, nineteen are milk vendor's vans.
...	...	119	30	8	...	...	3	...	...	...	...	...	...	160	24	(*h*) There is no coaching stock on this railway.
...	...	17	...	...	...	...	...	...	...	...	...	...	...	17	25	(*i*) Of these, ten carriages are fitted with closets.
...	266	22	...	...	...	...	...	2	...	5	...	12	...	307	26	(*j*) Of these, twelve are on bogie frames.
...	...	...	...	18	...	3	4	...	...	...	...	...	...	25	27	(*k*) Of these, thirty-seven are of Clemenson's pattern and thirty-four are for females.
...	1	...	...	...	...	...	...	...	...	...	...	...	...	1	28	
...	1	...	...	...	...	...	8	...	...	...	...	...	...	9	29	(*l*) Two compartments of a third class carriage are reserved for the carriage of mails from Sarghat to Kaunia, and twenty-five carriages have female compartments and latrine accommodation.
...	1	...	...	...	...	...	...	...	...	...	...	...	...	1	30	
5	38	9	5	5	...	5	...	...	...	...	...	...	6	73	31	
15	82	28	8	30	1	10	36	...	5	...	1	(*m*) 5	4	225	32	(*m*) Four of these are double.
1	(*f*) 31	10	12	81	...	10	31	...	6	...	...	...	...	182	33	(*n*) This is an open carriage on bogie frame.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	34	
...	...	...	...	...	...	14	...	...	...	...	2	...	...	16	35	(*o*) Of these, twelve carriages have latrine accommodation.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	36	(*p*) Of these, 767 are fitted with wooden floors, side ventilator windows and breast rails to carry 8 horses each.
...	16	..	...	...	...	...	...	..	18	...	6	...	...	40	37	(*q*) Of these, 891 are fitted with wooden floors, side ventilator windows and breast rails to carry 8 horses each.
...	...	...	...	...	...	...	...	...	...	...	...	(*n*) 1	...	1	38	
...	...	...	...	...	...	4	...	...	...	...	...	...	...	4	39	(*r*) Including four ambulance wagons.
351	1,581	711	192	896	30	342	609	12	166	24	37	81	190	5,122		(*s*) Of these, six wagons are fitted as construction brake vans, one as a locomotive store van, four as Divisional Officer's carriages, five wagons are fitted to carry horses and two hundred fifty are of Russian type.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	(*t*) Including eighty steel wagons.
200	(*g*) 375	75	...	...	...	...	...	...	...	...	...	...	...	650	2	(*u*) Including one hundred wagons of the military type and one hundred wagons used for carrying horses.
...	...	...	...	...	...	...	500	...	...	...	...	...	...	500		(*v*) Of these, one hundred and eighteen are six-wheeled wagons.
1,834	2,025	(*u*) 2,463	400	957	...	(*v*) 1,075	50	...	470	65	...	...	258	9,597	3	(*w*) These are medium-sized wagons.
418	1,924	205	...	856	200	684	(*w*) 1,621	4	20	...	89	180	...	6,201		
2,452	4,124	2,743	400	1,813	200	1,759	2,171	4	490	65	89	180	258	16,948		(*x*) Including three hundred and fifteen medium-sized wagons.

APPENDIX

List of locomotive and vehicle stock on the standard

Progressive number.	Description.	STANDARD GAUGE. State lines worked by companies. I.—East Indian.	II.—Bengal-Nágpur.	III.—Indian Midland.	State lines worked by the State. XII.—North Western (state).	XIII.—Oudh and Rohilkund (state).	XV.—Eastern (including the Bengal Central railway). Bengal (state).	XVII.—Calcutta Port Commissioners'.	XVIII.—East Coast (state).	Lines worked by guaranteed companies. XXIV.—Great Indian Peninsula.	XXV.—Bombay, Baroda and Central India.	XXVI.—Madras.	Line owned by native state and worked by company. XXXVII.—The Nizam's Guaranteed State.	TOTAL.
	GOODS VEHICLES—*concluded.* Brought forward [a]	6,332	2,371	1,170	6,787	3,862	1,754	148	650	4,412	2,333	1,273	170	31,062
4	High-sided wagons, bogie { Iron	...	...	...	1	...	...	...	...	50	...	...	10	61
	{ Wooden	...	...	...	...	...	...	...	...	...	...	...	...	...
5	High-sided wagons, ordinary { Iron	...	...	600	399	...	...	...	100	...	706	(c)50	159	2,014
	{ Wooden	...	...	...	106	6	39	2	...	317	204	861	...	1,535
6	Medium-sided wagons, bogie { Iron	...	...	...	...	...	...	...	...	...	...	...	...	...
	{ Wooden	...	...	...	...	...	...	...	...	...	...	...	...	...
7	Medium-sided wagons, ordinary { Iron	...	765	...	...	...	...	...	...	...	...	...	250	1,015
	{ Wooden	...	...	...	...	...	...	...	...	...	...	...	40	40
8	Low-sided wagons, bogie { Iron	...	...	...	(h)232	...	...	...	...	...	...	...	...	232
	{ Wooden	...	...	...	...	...	...	...	...	...	...	...	...	...
9	Low-sided wagons, ordinary { Iron	776	210	68	1,708	146	115	3	300	999	274	...	64	4,665
	{ Wooden	1,430	...	...	370	126	59	5	...	1,796	...	213	...	3,999
10	Cotton wagons, covered { Iron	...	...	...	...	...	...	...	...	...	...	...	...	...
	{ Wooden	...	...	...	...	...	...	...	...	...	...	...	...	...
11	Open wagons for jute	...	(a)45	...	...	...	...	7	...	...	...	...	...	52
12	Pilot wagons	...	...	...	...	...	...	...	...	25	13	...	...	38
13	Dummy wagons	15	(b)7	...	...	...	4	...	...	...	...	...	...	26
14	Coal or coke wagons	1	...	...	...	...	...	...	...	...	...	60	...	61
15	Salt wagons	...	...	...	...	...	...	...	...	...	150	...	...	150
16	Cattle wagons	20	...	...	25	6	5	...	...	...	...	50	...	106
17	Flat wagons	...	...	...	...	...	...	...	...	...	...	...	...	...
18	Accident vans	...	...	...	...	...	...	...	...	...	...	...	...	...
19	Platform wagons	23	...	...	...	...	...	5	...	...	...	(b)3	...	31
20	Coal hoppers	930	...	...	(i) 2	...	...	...	...	...	...	...	...	932
21	Powder vans	31	4	4	47	8	1	...	4	18	6	4	...	127
22	Tools or stores vans	...	(c) 1	...	1	2	2	...	...	...	...	(g)10	...	16
23	Treasure vans	...	...	...	8	...	...	...	...	...	...	...	...	8
24	Relief vans	21	8	10	...	4	5	...	...	...	...	...	...	48
25	Six-wheeled trucks { Iron	...	...	...	...	...	...	...	...	...	101	...	...	101
	{ Wooden	3	...	...	...	...	...	...	...	...	1	...	...	4
26	Timber trucks { Iron	...	...	...	39	56	...	...	28	24	...	...	...	147
	{ Wooden	63	16	...	13	139	23	...	...	167	60	...	...	481
27	Ballast wagons	...	76	(f)150	...	...	...	...	...	...	300	...	78	604
28	Rail trucks	...	...	...	(j)213	...	...	...	...	...	...	(e)50	...	323
29	Fuel trucks	...	...	...	...	...	45	...	...	...	...	70	...	115
30	Bolster trucks { Double	...	...	...	...	...	...	...	...	...	...	50	...	50
	{ Single	...	...	30	...	...	12	...	...	...	...	100	...	162
31	Travelling oil tanks	4	4	...	29	2	2	...	4	...	3	(e)10	...	58
32	Travelling water tanks	...	...	8	(k)41	...	1	...	...	(o)16	15	4	2	87
33	Travelling cranes	20	(d)8	8	44	12	(m)5	...	...	47	...	(p)7	2	153
34	Accident cranes	...	...	...	...	4	...	...	2	...	3	...	3	12
35	Brake vans	341	(e)100	(g)76	...	120	(n) 6 3	...	16	...	66	(e)174	41	997
36	Miscellaneous	...	...	...	(l) 1	...	1	...	...	...	150	(q) 1	...	153
	TOTAL GOODS VEHICLES	10,012	3,515	2,144	10,126	4,493	2136	172	1,104	7,871	4,285	2,990	819	49,665

I—*concluded.*

and metre gauge railways on the 31st December 1895.

METRE GAUGE.																										
STATE LINES WORKED BY COMPANIES.						STATE LINES WORKED BY THE STATE.		ASSISTED COMPANIES.						LINES OWNED AND WORKED BY NATIVE STATES.				TOTAL.		Progressive number.	REMARKS.
XLIII.—	(Bengal and North-Western—(Thikri section. (Lucknow section.	XLV.—Rajputana-Malwa.	XLVII.—Southern Mahratta.	XLIX.—Southern Mahratta (Mysore section).	L.—South Indian.	LII.—Assam Bengal.	LIII.—Eastern Bengal (state)—(Northern, Behar and Dacca sections.	LIV.—Burma (state).	LVII.—Dwarka.	LVIII.—Rohilkund and Kumaon (including Lucknow-Bareilly section).	LIX.—Bengal Dooars.	LX.—Ekma-Sadiya.	LXVII.—Jodhpore-Bikaner—(Jodhpore section. (Bikaner section.	LXIX.—Bhavnagar-Gondal-Junagarh-Porbandar.						
2,452	4,324	2,743	400	1,813	200	1,739	2,171	4	490	65	89	180	258	16,948							(*a*) Of these, ten are bamboo wagons.
...	...	74	...	...	...	...	...	...	...	...	...	...	...	74						4	(*b*) Of these, four are six-wheeled wagons.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...							
...	...	...	170	400	...	...	...	...	...	...	...	...	...	570						5	(*c*) These are six-wheeled wagons.
...	134	...	...	413	...	...	60	...	...	...	499	...	...	1,106							(*d*) Of these, seven are six-wheeled wagons.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...						6	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...							(*e*) Of these, sixty-five are six-wheeled vans.
...	150	(*a*) 140	...	330	...	...	...	...	...	...	...	...	...	640						7	(*f*) Including ten construction ballast wagons, awaiting disposal.
...	...	...	...	154	...	...	...	(*e*) 362	4	...	...	...	...	520							
28	1,180	...	...	20	...	...	(*a*)150	...	...	...	...	...	...	1,298						8	(*g*) Including ten incline and four construction brake vans, awaiting disposal.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...							
150	291	326	73	...	...	45	166	...	...	...	15	...	...	1,271						9	(*h*) Including thirty-seven metre gauge wagons.
111	949	159	1	...	300	156	211	...	86	...	70	40	301	2,384							
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...						10	(*i*) These are metre gauge coal wagons.
...	...	...	...	63	...	...	...	...	...	...	...	...	...	63							(*j*) Including eleven metre gauge trucks.
...	...	...	...	...	...	54	...	...	...	...	...	...	...	54						11	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...						12	(*k*) Including one metre gauge water tank.
...	...	...	...	...	...	10	19	...	...	...	...	...	...	29						13	
...	...	350	...	...	...	...	...	...	...	...	...	...	...	350						14	(*l*) These are bogie wagons.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...							(*m*) Of these, four are six-wheeled.
4	...	25	3	6	...	...	131	...	...	...	...	...	6	175						15	(*n*) Of these, twenty-seven are six-wheeled vans.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...						16	(*o*) Of these, four are travelling gas-holders.
...	13	...	...	...	...	...	...	...	4	...	...	...	...	19						17	
2	...	...	..	4	...	5	...	...	...	...	...	...	...	11						18	(*p*) Of these, one is an eight-wheeled wagon.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...						19	
1	35	11	2	7	...	2	9	...	2	...	1	...	2	72						20	(*q*) These also serve the purposes of accident vans.
2	1	...	...	...	...	1	...	...	...	...	...	...	(*a*)3	7						21	(*r*) Of these, three are six-wheeled.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...						22	(*s*) Of these, twenty are six-wheeled.
7	...	(*a*)10	3	...	...	5	9	...	1	...	...	...	...	35						23	(*t*) Truck to carry gas-holders.
...	...	2	...	...	...	...	...	...	...	...	...	...	...	2						24	(*u*) Including seventeen wagons fitted with stanchions and chains.
...	...	...	...	15	...	1	...	...	...	...	...	...	...	16						25	(*v*) Of these, two are six-wheeled vans.
50	8	38	(*a*)37	(*l*)18	..	...	...	...	76	...	...	...	16	243						26	(*w*) Of these, fourteen are guard wagons to travelling cranes and eight are six-wheeled cranes.
32	7	36	...	33	...	62	...	...	...	...	50	...	...	284						27	(*x*) Of these, ten are fitted with bolsters, fifteen with four fixed iron bolsters, and twelve with two fixed wooden bolsters.
...	...	...	...	...	...	...	...	...	...	...	...	...	74	74						28	
...	...	...	...	...	36	...	...	...	...	...	...	...	...	36						29	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...							(*y*) Of these, one is a guard wagon to travelling cranes.
...	...	...	...	...	...	...	(*a*)127	...	...	...	...	...	...	127						30	
...	...	(*a*)55	...	...	...	...	118	...	...	...	...	...	...	173						31	(*z*) Including sixty-four medium-sized wagons fitted with bolsters.
...	8	4	...	8	...	...	...	...	...	...	...	...	...	20						32	
...	...	7	...	17	...	...	6	...	...	...	...	...	...	30						33	(*a1*) Including twenty-five wagons fitted with bolsters.
13	29	(*a*)29	(*y*)6	3	3	(*r*) 10	19	...	6	1	1	...	(*c*)2	122						34	(*a2*) Of these, twenty-five are bogie, and one hundred and two six-wheeled trucks.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...						35	(*a3*) One of these is on a bogie frame.
67	...	...	...	52	16	58	136	...	9	...	12	...	37	387						36	(*a4*) These are road vans.
...	...	...	...	...	...	2	...	...	...	...	...	...	(*a*)47	9							
2,919	7,193	4,009	693	3,376	525	2,170	3,504	8	674	81	722	220	931	27,149							

APPENDIX J.

This Indenture, made the 1st day of August 1895, between THE SECRETARY OF STATE IN COUNCIL OF INDIA of the one part, and THE BÁRSI LIGHT RAILWAY COMPANY, LIMITED, having its registered office at 308, Winchester House, Old Broad Street, London, of the other part.

WHEREAS the Bársi Light Railway Company has been formed for the purpose of constructing, maintaining, and working, *inter alia*, the light railway hereinafter mentioned between Bársi Town and Bársi Road Station on the Great Indian Peninsula Railway, and it is expedient that the said Company should be authorised to construct, maintain, and work the said light railway upon the terms and subject to the conditions hereinafter mentioned and to do all things necessary in that behalf,

AND WHEREAS it is intended by the Secretary of State, and it has been agreed between the parties hereto, that the Indian Railways Act, 1890, shall apply to the said light railway.

AND WHEREAS part of the line of the said light railway is intended to be constructed on the Bársi Karduvadi Road (hereinafter referred to as "the municipal road"), the soil of which is vested in the municipality of Bársi, and the said municipality has agreed to the construction of the said light railway on the municipal road, and to the entry thereof within municipal boundaries, upon the terms and conditions hereinafter mentioned.

NOW THIS INDENTURE WITNESSETH and it is hereby agreed and declared as follows:—

Interpretation of Terms.

1. The expression "the Secretary of State" means the Secretary of State in Council of India.

The expression "the Company" means "the Bársi Light Railway Company, Limited."

The expression "the Act" means "the Indian Railways Act, 1890."

The expressions "the said light railway" and "the said railway" mean and include the railway mentioned in the fourth section of this Contract.

The expression "the Collector" means the chief officer in charge of the land Revenue Administration of a District, and includes any officer specially appointed by the Local Government to discharge the functions of a collector under the Act; and the expression "the Government Inspector" means an inspector of railways appointed under the Act.

The expressions "local authority" and "road authority" have the same respective meanings which are assigned to them respectively by the Indian Tramways Act, 1886.

Law applicable to the Railway and Reservation.

2. The said light railway shall be constructed, maintained, and worked subject to the provisions of the Act, and of the rules from time to time in force thereunder, and subject also to the provisions of this Contract. But, except as in this Contract expressly provided, no powers or rights shall be deemed to have been hereby conferred upon the Company, or to have been relinquished by the Secretary of State, or by the Government of India acting on behalf of the Secretary of State.

Construction of Railway.

3. The Company shall substantially commence the construction of the said light railway within one year from the date of this Contract, and subject to any extensions of time that the Secretary of State may see fit to grant, shall construct, complete, and equip, ready and fit in every respect for opening for public traffic throughout, within two years from that date, the light railway described in the following section with all establishments, permanent way, stations, offices, works, rolling stock, and conveniences which shall be necessary or proper for the purposes of the said light railway, either as regards the working of the same or the permanence thereof, and in strict accordance in all respects with plans and specifications to be submitted by the Company to the Secretary of State and approved by him, or with such modifications thereof as he may from time to time require or approve of.

4. The said light railway shall be a single line of the 2 feet 6 inches gauge, with necessary passing places, to be laid from the town of Bársi to the Bársi Road Station of the Great Indian Peninsula Railway Company a distance of less than 22 miles on the said

"municipal road," and on the road from Barsi to the said station (herein after called "the provincial road,") the soil of which is vested in Government, but of which a portion lies within the limits of the said municipality. The alignment of the said railway shall be as follows, but the distances mentioned in this clause are to be regarded as approximate, and with the approval of the Secretary of State may be subject to slight variation. The junction with the Great Indian Peninsula Railway shall be effected on land on the north side of the Bârsi Road Station, now in the possession of the Great Indian Peninsula Railway Company, and a length of about 560 yards of the railway line will run within that Company's land. The alignment of the railway shall leave the Railway Company's land at the north end of the railway triangle and run northwards for about 275 yards where it will meet the provincial road between road bridges Nos. 2 and 3 at about road mileage O. 591 yards. Thence it shall pass along the north side of the road and be situated entirely within the road boundaries up to about road mileage 20 miles 1,646 yards, whence it will diverge to the south, stopping within the limits of the Bârsi municipality. His Highness the Nizam's territories will be entered on the bridge over the Sena River at about road mileage 8 miles 590 yards, and left at about road mileage 14 miles 968 yards; the boundary of the Bârsi municipality will be crossed at about road mileage 19 miles 270 yards, and the terminal station and sidings will be wholly within municipal boundaries.

5. The Company may use for the construction of the railway, but not for the purpose of any building or erection connected therewith, one side of the provincial road 5½ feet in width measured from the gutter; or, where the road is in embankment, from the edge of such embankment, and for the purpose of crossing bridges may approach the centre of the road so far as shall in each instance be deemed unavoidable by the Government Engineer in executive charge of the road. PROVIDED that—

(1) There shall nowhere be left a less width of metalled road clear of the inner rail of the railway than 15 feet.

(2) At all level crossings and wherever the width of metalled road left clear of the inner rail of the railway is less than 18 feet, and the railway is not fenced, either grooved or double rails shall be used, and the metal of the road shall be maintained flush with the level of the top of the rails, and if double rails are used they shall be kept properly secured to each other by distance pieces at regular intervals.

(3) If any addition to the existing width of the metalled surface of the road is rendered necessary by compliance with the terms of this contract, or if any addition to or alteration of any bridge is, in the opinion of the Government Engineer in executive charge of the road, rendered necessary by the railway, the same shall be carried out by and at the cost of the Company to the satisfaction of the said Engineer; and

(4) At no point on the metalled road shall there be more than one line of rails; any loop-lines, turn-outs, or sidings that may be required must therefore be placed elsewhere than on the metalled portion of the road.

Conditions as to the User of the Municipal Road.

6. The following are the conditions on which the Municipality of Bârsi has agreed to the construction of the said light railway on the Municipal road, and to the entry of the said light railway within municipal boundaries, and the Company shall strictly comply with and observe the same; that is to say,

(*a*) The whole road shall be handed over to the Company.

(*b*) The line eastwards from the Public Works Department road bridge No. 69 shall be fenced, and all crossings shall be protected with gates and attendants where the main road is cut into by cross roads, and also at any other point where the Bârsi municipality, with the consent of the Collector, may demand a level-crossing.

(*c*) The Company shall reconstruct and put into working order so much of the old road as runs alongside of the present road, which is to be made over to the Company, and thereafter the Company shall repair and maintain the present road, and the said municipality the old road.

(*d*) The Company shall pay an annual rent charge not exceeding Rs. (50) fifty for the privilege of laying such sidings from the Barsi Station to all or any of the cotton presses at Barsi, as may hereafter be mutually agreed to by the said municipality and the Company. Outside railway limits these

sidings must be fenced throughout and provided with all properly protected crossings.

(*e*) The said municipality shall be permitted to establish within the limits of the station yard one or more nákás or posts for the collection of tolls or octroi duties duly sanctioned from time to time by Government, and the Company shall provide and afford to the municipality all reasonable facilities for the collection of the same: and

(*f*) All works done within the limits of the said municipality by the Company shall be executed to the reasonable satisfaction of the municipality.

Provided always that if any dispute or question shall arise upon any of the provisions contained in this or the preceding clause, or upon engineering and technical matters, not involving questions relating to the civil administration of the Government of India, either between the Company and the Government Engineer in executive charge of the road, or between the Company and the said municipality, the matter in dispute shall be referred to the Government Consulting Engineer for Railways, whose decision shall be final.

Acquisition and disposal of Land by the Company.

7. The Company may from time to time acquire in British territory such land (other than the municipal road and the portion of provincial road which they are authorised by or under this contract to use) as may be required for the purposes of the undertaking by agreement made through and with the concurrence of the Collector, and the provisions of the Land Acquisition Act, 1894, shall be made applicable to the acquisition of any such land if the Company shall so desire, and all expenses incurred in connection therewith shall be borne by the Company.

8. For procuring the acquisition by the Company of any land in foreign territory reasonably required by them for the purposes of the undertaking, the Secretary of State will from time to time use his good offices.

9. The Company may from time to time, with the approval in writing of the Collector, but not otherwise sell or otherwise dispose of any land acquired by them under this section which may no longer be necessary for the purposes of the undertaking.

Construction of the Line, Fencing, Level-crossings, etc.

10.—(1). The rails of the railway, except where the use of grooved or double rails is required by clause 5, shall weigh not less than 30 lbs. per yard, and be of Vignole's section. All rails shall be laid in a workmanlike and secure manner, and the line shall be fully ballasted.

(2). Each station must be protected by permanent signals of such a character as may be required by the Government Inspector.

11.—(1). If any train runs on any part of the railway at a higher rate of speed than 12 miles an hour, the line shall, if the Secretary of State shall so require, be fenced throughout its whole length on the provincial road. If the speed limit of trains does not exceed the above rate it shall be sufficient, until further orders, for the Company to protect the line of rails by fencing at all level-crossings, and wherever the railway crosses a bridge which is also used for road traffic, and also at all places where the road embankment is more than 3 feet high, but the Secretary of State reserves to himself the power to require at any time the erection and maintenance by the Company of fencing at other places, or throughout the whole length of the line on the said road. The description and extent of fencing to be used shall in every case be such as shall be satisfactory to the Secretary of State.

(2) The Company shall provide level-crossings wherever the railway crosses district or village roads, and shall maintain gate-keepers at such road bridges used jointly by the cart road and the railway, and at such level-crossings as the Government Inspector may from time to time direct. The Company shall also provide permanent signals at such of the road bridges crossed by the railway as the Government Inspector shall from time to time direct.

12. The works at the junction with the Great Indian Peninsula Railway, which will be entirely upon the land of that Company, shall be constructed by that Company in accordance with plans and specifications to be mutually agreed upon between the Company and the Railway Company, and such plans and specifications may subsequently be altered or modified by mutual agreement in like manner. The cost of such works and of any alterations or modifications thereof shall be borne by the Great Indian

Peninsula Railway Company, or by the Company, or jointly, as may be from time to time agreed on, with the approval of the Secretary of State.

13. The Company shall construct and maintain to the satisfaction of the Government Inspector all such stations, passing places, sidings, junctions, and other works in addition to those specified in or indicated by this contract, and shall also supply and maintain all such establishments in addition to those specified in or indicated by this contract as the Secretary of State or the Government Inspector may from time to time consider to be expedient, either for the efficient working of the railway or for the convenience and safety of the public and the traffic on the roadway.

Construction of Rolling stock.

14.—(1). The maximum width of locomotive or any vehicle, whether for the conveyance of passengers or goods, used on the railway, shall be 7½ feet, and no such locomotive or vehicle shall project outwards beyond the inside edge of the rail more than 2½ feet on each side, and the maximum height shall be 10 feet at the centre and 9 feet at the sides, and the number of sleepers shall be not less than two thousand per mile.

(2). The weight per axle of any such locomotive or vehicle shall not, except with the sanction of the Secretary of State, exceed 5 tons on rails weighing 30 lbs. per yard, or 6 25 tons on rails weighing 35 lbs. per yard. The wheel diameter shall be not less than 4½ inches per ton on axle.

15. Every vehicle used on the railway shall be of a pattern approved by the Government Consulting Engineer for Railways, and every carriage for the conveyance of passengers shall be constructed in such a manner as in the opinion of such Consulting Engineer will be proper and sufficient to enable passengers to enter thereinto and to descend therefrom in safety, and shall provide for their accommodation therein in such a manner as the said Consulting Engineer may consider suitable.

16. The rolling stock shall be fitted throughout with efficient brakes. There shall be at least one brake-van with a person in charge of it to each train, and more shall be attached whenever found necessary and whenever the Government Inspector shall so require.

Privileges and responsibilities in respect of roads.

17. The Company shall afford every reasonable facility for carrying out in or on the land occupied by the railway any work connected with any sewer, drain, telegraph line, gas-pipe, water-pipe, or anything whatsoever which the Governor of Bombay in Council, the local authority, the road authority, or any person duly authorised by the Governor of Bombay in Council, or by either of the said authorities in this behalf, may by notice in writing at any time inform the Company of their intention to execute.

18. The Company shall not, without the consent in writing of the Collector or of the Bársi municipality, as the case may be, cut down or lop any tree growing along or by the side of the road, except that in case of emergency the Company may remove or lop the branches or any portion of a tree which projects or hangs in such a manner as to be a source of danger or impediment to the railway traffic.

19. The Company shall maintain and keep in repair and thoroughly drained to the satisfaction of the Government Engineer in executive charge thereof the entire provincial road, and preserve a smooth metalled surface throughout of a width of not less than 20 feet.

20. Any road metal or material excavated by the Company from the provincial road in the construction or maintenance of the railway may be applied by them in or towards re-instating the said road, or in or towards completing any work thereon required by this Contract; and the Company shall be at liberty, free of charge, to take such metal or material from the quarries belonigng to Government from which the metal and material required for the purpose of the said road have heretofore been taken.

21. The Company may stack road metal and other materials for the construction or maintenance of the railway within the limits of the provincial road boundaries, but the same shall be stacked in such a manner as in the opinion of the Government Engineer in executive charge of the road will not impede or endanger the traffic on the said road.

22. The portion of the provincial road which the Company are not authorised by or under this Contract to use for the purpose of the railway, shall be left free and unencumbered or ordinary traffic, and no obstruction whatsoever shall be placed thereon or caused thereto without the previous written consent of the Engineer aforesaid.

23. The collection of the tolls from time to time lawfully leviable under Bombay Act No. III of 1875 on the ordinary traffic on the provincial road alongside of the railway shall, on and from the date on which the Company substantially commence the construction of the

railway in accordance with clause 3 of this Contract, be placed by the Governor of Bombay in Council, under section 3 of that Act, under the management of the Company, who shall be entitled to appropriate the proceeds thereof. Provided always that the rates of the said tolls within the limits allowed by law shall from time to time be fixed in his discretion by the Governor of Bombay in Council.

Motive Power.

24. The motive power to be used on the railway shall be locomotive engines worked by steam.

25. The speed of trains on the railway shall not exceed 15 miles an hour, or such other limit as may from to time be prescribed by the Secretary of State.

Maintenance of Railway and Rolling-stock.

26. The Company shall at all times maintain and keep in good condition and repair, to the satisfaction of the Secretary of State, the permanent-way, and all works, rolling-stock, and appliances appertaining to the said railway, and shall work the said railway in such manner as will, to the satisfaction of the Government Engineer in executive charge of the road, avoid all risk of danger or annoyance to the ordinary road traffic.

27. The Company shall adopt and apply all such improvements in the said railway and in the rolling-stock and appliances thereon as the Secretary of State may from time to time consider necessary or desirable for the safety or convenience of the public.

28. The Company shall without delay, proceed to carry out all improvements, repairs, and alterations which, in the opinion of the Government Inspector, may be necessary or desirable to comply with the requirements of the Act, or to maintain the said railway and the rolling-stock works, and appliances connected therewith up to a proper standard of efficiency, upon receiving notice to that effect from or on behalf of the Secretary of State at their office in the Bombay Presidency, and shall in like manner and upon receipt of like notice carry out all repairs which in the opinion of the Government Engineer in executive charge of the provincial road, shall be necessary to maintain the same in a proper state for the safety and convenience of the public.

If at the termination of this Contract any repairs, alterations, or improvements shall be necessary or desirable to satisfy any or either of the above requirements, the cost of such repairs, alterations, or improvements shall be certified by the said Government Inspector or the said Government Engineer, as the case may be, and the Secretary of State shall be at liberty to deduct any sums so certified, which shall not be chargeable to capital under clause 34 of this Contract, from any moneys payable to the Company under the purchase clause of this Contract.

Traffic.

29. The railway shall be used for the purpose of carrying passengers, passengers' luggage, parcels, animals, goods, and minerals.

30. The traffic at Bársi Road Junction Station will be worked by the Great Indian Peninsula Railway Company in strict accordance with a working agreement to be arranged (subject to the approval of the Secretary of State) between the Railway Company and the Company.

31. The Company shall run at least one train daily for the conveyance of passengers and goods in each direction of the railway, unless, owing to accident or other cause, they establish, to the satisfaction of the Secretary of State, their inability to do so, and hereby bind themselves to carry with reasonable despatch, to the satisfaction of the Secretary of State, all passengers and goods seeking transport by the railway with the exception of the dangerous or offensive goods described in the Act.

Rates and Fares.

32. The Company shall be at liberty to charge for the conveyance of passengers, goods, and other traffic on the said railway, rates and fares not exceeding the rates and fares specified in the schedule hereto. The goods classification from time to time in force on the Great Indian Peninsula Railway shall be adopted by the Company.

Police.

33. Should experience appear to the Secretary of State to prove that a force of police is required at some or all of the stations on the said railway for the preservation of law and order, the Secretary of State shall provide and maintain for that purpose such a force of

police as he shall from time to time consider necessary. Three-tenths of the cost of any police so provided and maintained, including incidental expenses appertaining thereto, shall be borne by Government, and the remaining seven-tenths of such cost shall be borne by the Company.

Capital Expenditure.

34. The Company shall submit all contracts and items of expenditure entered into or incurred in England, the cost of which is intended to be charged against capital, for the previous sanction of the Secretary of State, and all such contracts and items of expenditure entered into or incurred in India for the sanction of the Government of Bombay, and no expenditure against capital will be allowed to be charged by the Company for which the previous sanction of the Secretary of State or the Government of Bombay, as the case may be, shall not have been obtained. Subject to the provisions of the Indian Railways Act, 1894, the Secretary of State hereby sanctions the payment by the Company out of capital of interest at the rate of 4 per cent. on the amounts from time to time *bonâ fide* paid up on the issued share capital of the Company during the original construction of the railway and works hereby specified, but for no period subsequent to the date fixed for the completion of the same or any later date to which the completion may by agreement be postponed. The moneys paid out of capital under this section may be charged to Capital Account as part of the original cost of construction.

Capital Account to be kept by the Company and Audit thereof.

35. The Company shall keep a Capital Account in Indian currency in the form required by the Secretary of State to be kept by the Indian Railway Companies working railways under the supervision of the Secretary of State, and the Company shall at its own cost render the Capital Account kept by it under this section to the Secretary of State at such times as he shall from time to time require.

36. In the Capital Account shall be entered all such of the expenditure and receipts by or on behalf of the Company in respect to its general undertaking contemplated by this Contract as are properly attributable to capital under clause 34 of this Contract. All payments made by the Company in England, and which ought to be entered in the said Capital Accounts, shall, for the purpose of such entry, be converted into Indian currency at the rate of exchange current at the time at which the payments are severally made.

37. The accounts of the Company in relation to its expenditure and receipts in India, England, and elsewhere on Capital Account in respect of its general undertaking as contemplated by this Contract, shall from time to time be audited on behalf of the Secretary of State (if he shall so require) as well as on behalf of the Company, and the Company shall produce to the auditors or auditor all vouchers, books, accounts, papers, and documents of the Company necessary for the purpose of audit, and afford to them or him all facilities requisite for the performance of their or his duties. Any correction made in the accounts by any person or persons who shall be acting as joint auditors or joint auditor on behalf both of the Company and of the Secretary of State shall be conclusive. If, consequent on the audit of any auditor acting exclusively on behalf of the Secretary of State, the Secretary of State shall require alterations to be made in the accounts, and the Company shall object to the alterations, the matter in difference shall be referred to arbitration under the proviso for arbitration hereinafter contained. The necessary costs for the audit shall be defrayed by the Company and included in the Capital Account.

Returns.

38. The Company shall in forms to be prescribed by the Secretary of State, prepare half-yearly, or at such intervals as he may direct, such accounts and returns of its capital and revenue transactions and of its traffic as the Secretary of State shall require, and shall forward a copy of such returns to the Secretary of State at such times as he may direct.

Power for Secretary of State to execute works on default by the Company.

39. In the event of any work required by the Act or by this Contract to be done by the Company, not being done by them, the Secretary of State may cause a notice to be served on the Company requiring them within a period to be prescribed in such notice to execute the work therein referred to, and if within the period so prescribed the requisition is not complied with the Secretary of State, but without prejudice to any right which he may have to recover penalties from the Company under the provisions of the Act, may cause the work referred to in such notice to be done, and the cost thereof shall be recoverable from the Company in the manner provided for the recovery of penalties under the Act. The cost of

any work required by the Secretary of State to be done by the Company to comply with the requirements either of the Act or of this contract, whether done by the Company or by the Secretary of State, shall if the work be new work, or if it shall have reference to the provision of additional plant fixed machinery, or rolling stock, or to substantial improvements or alterations of or additions to old works, plant, fixed machinery, or rolling stock, whether required under clauses 27 or 28 of this Contract, or otherwise, be allocated to capital, and if the work shall consist of repairs, renewals, and replacements, the cost thereof shall be allocated to revenue; but in case of doubt such allocation shall be determined by the Secretary of State.

Reservations and Power of Purchase.

40. The Secretary of State reserves to himself all rights connected with any extension of the said railway.

41. The concession granted by this Contract shall confer upon the Company an exclusive right as carriers by railway over the tract traversed by the said proposed railway.

42. The Secretary of State may, by giving to the Company in England not less than 12 calendar months' notice in writing of his intention so to do, determine this Contract (if then subsisting) and purchase the undertaking of the Company, either on the 1st day of January 1917, or at the expiration of any subsequent period of ten years.

43. In the event of the determination of the Contract by such purchase as aforesaid, the Secretary of State shall, within four calendar months from the termination of the Contract, pay over to the Company in England in sterling a sum such as when added to any unspent capital shall amount to the total paid-up capital in sterling so far as such capital (other than unspent capital) shall have been expended on the undertaking with the authorisation of the Secretary of State, but subject to the deduction of such sums (if any) as may be due from the Company in respect of depreciation or defective maintenance under clause 28; and the Company, without acquiring or having the right to any further payment or compensation from the Secretary of State in respect thereof, shall relinquish and give up to the Secretary of State possession of all land which the Company shall have acquired or been allowed the use for the purposes of this Contract, other than lands (if any) the cost of which has not been charged to capital, together with all stations, station yards, sidings, crossing-places, bridges, viaducts, offices, warehouses, houses for employés, fixed machinery, conveniences, works, rails, fixtures, and plant then erected or being on the land to be relinquished and given up under this section, or in anywise belonging to the said railway or any part thereof, and all the rolling stock, moveable machinery, live stock, carriages, vehicles, plant, and articles belonging to the Company and appropriated, either as regards purposes of construction or otherwise, to the said railway or any part thereof, or any of the works or adjuncts thereof, and the then existing stock (if any) of stores belonging to the Company and charged to capital, and shall also deliver to the Secretary of State all plans, books, surveys, sections, printing, writing, and documents whatsoever in anywise connected with or with the construction of the said railway or any part thereof, or any of the works or adjuncts thereof. All the particulars mentioned in this section shall, at the time when the Secretary of State shall under this section be entitled to the delivery thereof, so far as not then already belonging, become his absolute property, free both as between the Secretary of State and the Company, and as between the Secretary of State and the incumbrancers (if any) from all incumbrances created by the Company, it being the intention of the parties hereto that the Secretary of State shall not be affected by any charge or incumbrance created by the Company, or any real or personal property which, during the continuance of this Contract, shall be in the possession of the Company.

44. Any money payable by the Secretary of State to the Company, under the preceding section of this Contract, shall carry interest in favour of the Company at the rate of 3 per cent. per annum, to be computed from the time when the Contract shall terminate down to the time of payment, and the Secretary of State shall pay to the Company in England out of the revenues of India any interest accrued under this section in favour of the Company with the capital money in respect of which the interest shall have become payable.

Delegations of Powers, etc.

45. The Secretary of State may delegate all or any of the powers and authorities vested in him under this Contract to the Governor of Bombay in Council, and any order, notice, or requirement made or served upon the Company by or on behalf of the Governor of Bombay in Council shall for the purposes of this Contract be deemed to have been made or served by or on behalf of the Secretary of State.

46. The Company shall, at all times during the continuance of this Contract, maintain an office within the Presidency of Bombay with a properly qualified agent duly authorised to engage in official correspondence on behalf of the Company, and any order, notice, requirement, or communication served upon or made to such agent by or on behalf of the Secretary of State shall be deemed to have been served upon or made to the Company.

Arbitration.

47. If, in any case not herein specially provided for, any dispute, question, or controversy shall at any time arise between the Secretary of State and the Company touching this Contract, or any clause or thing herein contained or the construction hereof, or any matter connected with this Contract or the operation of the same, or the rights, duties, or liabilities of either party in relation to the premises, then and in every such case the matter in difference shall be referred to two arbitrators or their umpire, pursuant to and so as with regard to the mode and consequences of the reference, and in all other respects to conform to the provisions in that behalf contained in the Arbitration Act, 1889, or any subsisting statutory modification thereof; and upon every such reference the arbitrators and umpire shall respectively have the powers conferred by that Act upon arbitrators and umpires, and upon every such submission the provisions mentioned in the first schedule to that Act shall be implied, and every or any such reference may be made a rule of Her Majesty's High Court of Justice, or of any of Her Majesty's High Courts of Judicature in India, on the application of the Secretary of State or of the Company, and either the Secretary of State or the Company may instruct counsel to consent thereto for the other party.

THE SCHEDULE ABOVE REFERRED TO.

Maximum rates and fares admissible.

Description.	Rates and fares.
I. Passenger fares :—	
First class	24 pies per mile.
Second ,,	12 ,,
Third ,,	8 ,,
Fourth ,,	3 ,,
II. Luggage	4 pies per maund per mile.
III. Horses—single horse	24 pies per mile.
IV. Carriages—single carriage	4 annas per mile.
V. Dogs—each	8 annas per fifty miles.
VI. Parcels	Under seven seers, for the first fifty miles 6 annas. Every fifty miles beyond the first fifty, 3 pies per seer.
VII. Goods rates :—	
Fifth class	54 pies per ton per mile.
Fourth ,,	36 ,, ,,
Third ,,	24 ,, ,,
Second ,,	18 ,, ,,
First ,,	12 ,, ,,
Food-grains	12 ,, ,,
Coal	10 ,, ,,

VIII. A maximum terminal charge of one anna per maund can also be levied on all goods traffic both at the receiving station and at the station of delivery; but no such charge is admissible at a junction station on any goods traffic booked to run through that station.

APPENDIX K.

This Indenture, made the 7th day of August 1895, Between THE SECRETARY OF STATE IN COUNCIL OF INDIA of the one part, and THE SOUTH BEHAR RAILWAY COMPANY, LIMITED, of the other part.

WITNESSETH, and it is hereby agreed and declared as follows:—

Interpretation of Terms.

1. In this Contract—

The expression "the Secretary of State" means the Secretary of State in Council of India.

The expression "the Company" means the Company party to these presents.

The expression "the Behar Railway" means and includes the Railway mentioned in the third clause of this contract, together with all the appurtenances thereof.

The expression "the working agency" means any State agency or other agency by which the Behar Railway may for the time being be worked on behalf of the Secretary of State under the provision in that behalf hereinafter contained.

The expression "month" means calendar months.

The expression "gross earnings" shall include—

(*a*) The moneys received by the working agency on account of the traffic on or over the Behar Railway or any part thereof originating at and destined to stations on the said railway, including, for the purposes of this subclause, any stations of the East Indian Railway forming junctions with the Behar Railway.

(*b*) The proportionate share attributable to the Behar Railway of the moneys received by the working agency on account of the traffic interchanged between stations on the Behar Railway and stations on the East Indian Railway not forming junctions with the Behar Railway.

(*c*) An amount equal to 30 per cent. of the moneys received by the working agency on account of the through traffic passing over the Behar Railway when opened throughout for public traffic between any station on the East Indian Railway not forming a junction with the Behar Railway and any other station on the East Indian Railway, including such junctions. Provided that any through traffic *viâ* the Gya Station received from or destined to or *viâ* any railway that may hereafter be constructed forming a junction with the East Indian Railway at Gya, shall not come within the operation of this sub-section or form part of the traffic of the Behar Railway, but the working agency shall be at liberty to carry such last-mentioned traffic at its discretion over the Behar Railway without additional payment therefor to the Company.

(*d*) The rent of buildings forming part of the Behar Railway received by the working agency under the rules for the time being in force on the East Indian Railway for the payment of rent by the occupiers of such buildings.

(*e*) The tolls received in respect of traffic on the roadways mentioned in clause 23 of this Contract.

(*f*) Miscellaneous sources of income not otherwise defined and properly credited to revenue.

But shall not include the following:—

(*g*) Moneys received from the working of the telegraphs supplied by the Secretary of State for the use of the Behar Railway.

(*h*) Amounts credited in the Revenue Account in respect of the carriage of stores and materials for revenue purposes, or of services rendered or work done on or over the Behar Railway, the cost of which is debited in the Revenue Account *per contra*, and for which no cash payment is made by the public using the railway.

(*i*) Any sum allowed by way of rebate under clause 26 hereof.

The expressions "net earnings" and "net receipts" have the meanings attributed to them respectively in clauses 28 and 30 hereof.

Duration of Contract.

2. This contract shall continue in force untill it shall be determined under any provision hereinafter contained in that behalf.

Construction of Railway.

3. The Company shall, in the manner hereinafter provided, supply to the Secretary of State the funds and materials required for the construction, completion, and making ready and fit for opening for public traffic throughout, on a route to be selected and determined by the Secretary of State, of a railway, to be called the South Behar Railway, from the Lakhiserai Station of the East Indian Railway to the Gya Station of the same railway, with all such stations, station-yards, sidings, crossing-places, bridges, viaducts, offices, warehouses, houses for employés, fixed machinery, tools and plant, office furniture and equipment, conveniences, and works as shall be necessary or proper for the purposes of the said railway, either as regards the due working or the permanence of the same, and the protection of the same from destruction or injury by inundation, tempest, or otherwise.

4. The Secretary of State shall from time to time provide free of cost to the Company the land which he shall consider requisite for the construction of the Behar Railway and for the stations, station-yards, sidings, crossing-places, bridges, viaducts, offices, warehouses, houses for employés, conveniences, and works necessary or proper for the purposes of the said railway, as well as for quarrying, ballast, brickfields, and kindred purposes, and shall allow the Company to have possession during the continuance of this contract of the land so provided. The Company shall from time to time, with the sanction of the Secretary of State, as soon as practicable, relinquish to the Secretary of State such of the land of which the Company shall have been allowed possession under this Contract as shall for the time being have become unnecessary to be retained possession of by the Company for any of the purposes of this Contract. And as often as in the opinion of the Secretary of State it shall appear to be unnecessary that the Company shall retain possession of any particular land of which the Company shall have been allowed possession under this Contract, the Secretary of State shall certify such his opinion to the Company. Upon receipt of such certificate, or so soon thereafter as may be, the Company shall state in writing whether it acquiesces in the opinion of the Secretary of State or whether it objects thereto, and if so, the grounds of its objection. If no objection is stated by the Company, or if the grounds of its objection (if any) are not in the opinion of the Secretary of State, sufficient, the Company shall, upon the requisition of the Secretary of state, forthwith relinquish to him the land in question.

5. The Behar Railway shall be a single line of the 5 feet 6 inches gauge, and shall, as regards permanent-way, station accommodation, and general structural character, be equal in all respects to the standard of the East Indian Railway, so that it may be worked by the rolling stock in use on that railway, and so that it shall not require special or undue maintenance. Surveys, designs, specifications, and estimates in relation to the construction or execution of the Behar Railway and stations and other works shall, so far as the same shall be required by the Secretary of State, be furnished by the Company to the Secretary of State, and shall be subject to his approval.

6. For the more convenient and economical construction of the Behar Railway, the execution thereof will be undertaken by the Secretary of State, through such agency as he shall appoint, but at the entire cost and risk of the Company, and so that under no circumstances shall any charge be placed on him by reason of this arrangement, directly or indirectly. The works shall be carried out with due diligence and in accordance with designs and specifications to be approved by the Secretary of State, and under the inspection and supervision of engineers to be appointed or approved by him for that purpose, as well in England as in India. The Company shall from time to time, and as required by the Secretary of State, supply him, either in India or in England, with the funds necessary for carrying out the works, as well for the cost of materials and labour procured or engaged in India as the expense of supervising staff, including such remuneration (if any) as the Secretary of State may sanction to the officers and servants of the agency employed in or about the said construction, and other charges of whatever description; and, with the approval or on the requisition of the Secretary of State, shall supply such materials as are required to be procured in the United Kingdom at prices to be approved by the Secretary of State on the report of an officer nominated by the Secretary of State in that behalf for the said construction in lieu of money, such materials being delivered to the Secretary of State at the entire risk of the Company at Calcutta or elsewhere as he may approve, and being subject to inspection and approval as to their design and fitness in all respects by the engineers appointed as aforesaid, whose decision shall be final and binding on the Company.

7. All expenditure incurred either directly or indirectly by the Secretary of State on account of the construction of the Behar Railway, or in connection therewith, as approved and sanctioned by the Secretary of State and certified under his authority, shall be accepted by the Company as conclusive.

8. The Company shall from time to time furnish the Secretary of State with full particulars of all expenditure incurred by them on account of the Behar Railway under this Contract, as well as of all needful documents relating to the purchase and to the shipment to India of stores on the said account, and any other information that he may require in respect of transactions relating to the said railway.

9. The Secretary of State shall from time to time furnish the Company with complete accounts of the expenditure for the construction of the Behar Railway incurred, whether directly or indirectly, by him in behalf of the Company, together with suitable reports as to the progress and condition of the works.

10. The Secretary of State shall from time to time furnish or cause to be furnished to the Company statements of the sums required from time to time by him or the working agency.

11. The works and conveniences from time to time required within the boundaries of the East Indian Railway for the purpose of effecting junctions between the Behar Railway and the East Indian Railway, as approved by the Secretary of State, shall be provided by and at the cost of, the Secretary of State. No charge or toll shall be made or levied upon or from the Company in respect of the land, lines, platforms, buildings, works, or other conveniences at the junction stations in excess of the sum to be retained from the gross earnings of the Behar Railway under clause 28 of this Contract.

12. The Secretary of State shall from time to time notify to the Company the route of the Behar Railway so far as such route shall from time to time have been determined by him.

13. The Secretary of State shall have power to determine the situation and dimensions of all stations, stations-yards, offices, warehouses, houses for employés conveniences, and works to be constructed in connection with or as part of the Behar Railway.

14. The rates to be charged by the railway administrations concerned to the Company for the carriage over State Railways and over the East Indian Railway of materials, plant, and stores required for the construction of the Behar Railway and the works connected therewith, shall be the same as are for the time being charged by those administrations for materials, plant, and stores required for similar purposes on State Railways and on the East Indian Railway respectively.

15. The Secretary of State will provide and maintain at the cost exclusively of the Company such a force of Police as, with the approval of the Secretary of State, shall from time to time be required for the protection of so much of the Behar Railway as shall for the time being be under construction. The cost of providing and maintaining such Police shall be taken to be as from time to time stated by the Secretary of State, and shall be paid from time to time from the capital funds of the Company to the Secretaty of State on demand.

16. The Secretary of State may from time to time construct such electric telegraphs and telegraphic appliances as he shall think fit along or upon the Behar Railway, or any part or parts thereof, or any land or works belonging thereto, and may maintain and work the same electric telegraphs and telegraphic appliances as he shall think fit, and may erect, maintain, make, do, and execute on the said railway or on any lands or works belonging thereto all such buildings, machinery, works, acts, and things as he shall consider necessary or proper in relation to the construction, maintenance, use, and working of the said electric telegraphs and telegraphic appliances. The Secretary of State shall be exclusively entitled to the possession of all buildings, machinery, works, and appliances erected or brought by him under the powers conferred on him by this clause on the said railway or on any land or works belonging thereto.

Opening of Railway.

17. From time to time, when and so often as an inspecting officer acting on behalf of the Secretary of State shall have certified that the whole or any part of the Behar Railway has been constructed in accordance with the provisions herein contained, and is in direct communication with the line of railway of the working agency hereinafter mentioned, and is ready and fit for the conveyance of passengers and goods, there shall be prepared by the agency employed by the Secretary of State for the construction of the Behar Railway, but at the cost of the Company, a specification of the whole or such part as aforesaid of the said railway, describing the nature and quality of the works, and setting out fully the general

details of the construction of the same as regards earthworks, bridges, ballast, permanent-way, stations, buildings, and all other matters and things of a permanent character, so as to show in every particular the standard up to which the works have been constructed, together with plans and working drawings of the same, and of the land provided by the Secretary of State for the same, and in possession of the Company; and also an account showing the amount of capital moneys expended thereon. Such specifications, plans, working drawings, and account (in the next succeeding clause referred to as documents) shall be prepared with the approval of some person duly authorised by the Company in that behalf, and shall be signed by such person to testify his approval thereof, and when approved by the Secretary of State shall be signed by the Consulting Engineer of the Government of India or other officer or officers duly authorised in that behalf to act on behalf of the Secretary of State and by the Agent of the Company in India or other officer duly empowered to act on behalf of the Company. The said account, plans, and specifications shall from time to time be revised and completed up to date as occasion shall require.

18. Upon such documents having been so signed as aforesaid, such part of the Behar Railway as is comprised or referred to in the said documents shall be handed over to the Secretary of State or to the working agency, and shall be opened for public traffic.

Maintenance and Working.

19. The Company shall, until the expiry of twenty-four months from the date of the opening for public traffic of any section of the Behar Railway, supply as a charge against capital to the working agency the funds from time to time required for fully and efficiently maintaining, renewing, and upholding, to the satisfaction of the Secretary of State, the same section of the said railway, or any part of such section for the time being opened for public traffic.

The Secretary of State shall thenceforth until the determination of this Contract work and (except as hereinbefore provided) maintain the Behar Railway, or such part thereof as shall for the time being have been so opened as aforesaid, and shall keep the same properly supplied for the traffic thereon with rolling stock and the plant and machinery connected therewith, other than fixed machinery, either through an agency to be selected by him in that behalf, or through State agency, on the terms and subject to the provisions hereinafter expressed.

20. The Secretary of State shall have full power to enter into any contract or agreement with any working agency for the working maintenance, and management of the Behar Railway during the period aforesaid or during any part thereof, or may carry out the same through State agency. Any such contract or agreement may be to the purport and effect of the contract or agreement set forth in the schedule hereto, with any such additions, variations, or modifications, subject always as between the Secretary of State and the Company to the provisions of these presents, as the Secretary of State shall from time to time deem to be necessary or desirable. If and so long as the Secretary of State shall work the Behar Railway or any part thereof through State agency the provisions set forth in the said Contract, so far as applicable and as the circumstances of the case will permit, and with such additions, variations, and modifications, subject as aforesaid, as the Secretary of State shall deem to be necessary or desirable, shall be observed by the State agency.

21. All the business connected with the management and maintenance of the Behar Railway and the conduct of the traffic thereon, including traffic interchanged between the East Indian Railway and the Behar Railway, shall in all respects so far as practicable be carried on in the same manner and subject to the same regulations and control by the Secretary of State as the like business on the East Indian Railway. Provided always, that the charges for all traffic from time to time interchanged between the East Indian Railway and the Behar Railway, and for all traffic from and to Gya to and from or *viâ* other stations on the East Indian Railway forming junctions with the Behar Railway, shall be regulated and the receipts from such traffic be allocated on the assumption that all such traffic as aforesaid is sent over the shortest route for the time being open for the passage of trains, except in cases where the difference in distance between alternative routes does not exceed 5 miles. But this proviso shall not apply to cases in which passengers or consignors of goods shall elect to travel or to send their goods, as the case may be, by some route other than the shortest route.

22. The rates and fares for the carriage of goods and passengers over the Behar Railway or any part thereof shall be such as may from time to time be agreed upon between the Secretary of State and the working agency; provided that they are within the maximum and minimum rates and fares for the time being in force on the East Indian Railway, and

that the classification of goods is in conformity with the classification of goods on the East Indian Railway.

23. If the Company shall, with the approval of the Secretary of State, provide on any of the bridges forming part of the Behar Railway, roadways for foot-passengers, cattle, or carts or other vehicles, the Secretary of State or working agency shall be at liberty to charge tolls on the traffic over such roadways according to tariffs to be settled by the Secretary of State.

24. The Company shall, during such time as the Behar Railway or any part thereof shall be worked by the Secretary of State or through any such agency as aforesaid, be liable to provide funds for making good all damage to the said railway and works which shall be due to extraordinary casualty affecting the same, and of such a nature that, in accordance with the customary practice on Indian railways, the cost of making good such damage would be made a charge against capital.

Provided that if in any case the Secretary of State and the Company shall not agree as to the liability of the Company under this clause, the Secretary of State will cause the matter in question to be referred to arbitration in accordance with the conditions of the scheduled contract in that behalf, and so far as it shall be decided on such arbitration that any charge should be excluded from working expenses it shall be borne by the Company and be charged to the capital account of the said railway, and such decision shall be binding on the Company.

Alterations, Improvements, and Additions.

25. The Secretary of State may from time to time give notice in writing to the Company and also to the working agency of any reasonable alteration, improvement, or addition other than the construction of branches, not being petty works within the meaning of clause 26, which may, in his opinion, be required to be made in or to any part of the Behar Railway or any of the stations or works belonging thereto, either for the protection and security of the works and stations, the safety of passengers or of the public, for meeting the development of traffic on the said railway, or for the effectual working of the same or otherwise. Such notice shall specify the alteration, improvement, or addition required, and shall also in general terms describe the works to be executed for the purpose of effecting the same, and state approximately what such works are expected to cost. The Secretary of State shall provide, free of cost to the Company, any land that may be requisite for the purpose of the said works. Any land provided under the provisions of this clause shall, as between the Secretary of State and the Company, be subject as nearly as may be to the stipulations and provisions to which it would have been subject under this Contract if it had been land provided by the Secretary of State for the original construction of the said railway, or of works necessary or proper for the purposes thereof, and the said works, when executed, shall be deemed to be works belonging to the said railway, and the Company and the Secretary of State shall, subject to the provisions hereinafter contained, respectively, be in the like relative positions in respect to the approval of the designs and construction of such works, and the supply of funds or materials in lieu thereof to the Secretary of State as required by him for such construction, as they respectively would have been in if the said works had been part of the original works belonging to the said railway. On receiving any notice under this clause, the working agency, if so required by the Secretary of State, shall, with all reasonable speed, but subject to the proviso hereinafter contained, execute the said works, and if and so often as the Company shall fail or neglect to supply the funds or materials in lieu thereto as required for any such works for which under this clause they are liable to make provision, the Secretary of State shall be at liberty himself or through the working agency to execute the same, and to provide all or any of the moneys required for the said works, and to expend the same thereon, and the Company shall from time to time on demand pay to Secretary of State, or into such Government Treasury in India as he shall from time to time appoint for the purpose, a sum equal to the amount which the Secretary of State shall from time to time have expended in manner aforesaid as stated by him. Provided always, that in case the Company shall object to the reasonableness of any work, estimated to cost more than ₹10,000, required by the Secretary of State to be done under the provisions of this clause for meeting the development of traffic, or for any reason other than the safety of passengers or of the public, or the effectual working of the railway in the manner above provided, and the Secretary of State shall not withdraw his notice to do the work, the matter in difference shall be referred to arbitration under the proviso for arbitration hereinafter contained, and the Company shall not be bound to provide the funds therefor until an award on such reference is made upholding the reasonableness of the requirement of the Secretary of State. The cost of such reference shall be a charge against the capital of the Company.

26. Works, the execution of which shall be required under the preceding clause or otherwise on the Behar Railway, shall be carried out by the working agency under the general rules relating to capital expenditure on the East Indian Railway for the time being in force, works costing more than ₹1,000 each being charged to the capital account of the Behar Railway, and petty works costisg not more than ₹1,000 each being met from the sum allowed to the working agency for maintenance and working. For the purposes of this clause each such petty work shall be dealt with separately and shall be treated as a separate work.

Branches.

27. In the event of an agreement being entered into between the Secretary of State and the Company for the construction of any branch of the Behar Railway, the Company, subject to the terms of such agreement, shall either construct the same or provide the funds or materials in lieu thereof required for the construction and completion of the same by an agency to be approved by the Secretary of State.

Application of Gross Earnings.

28. Subject to the provisoes hereinafter contained, the Secretary of State shall in each half year, out of the gross earnings of the Behar Railway, retain 45 per cent. which shall be in full satisfaction and remuneration for the supply and use of all necessary rolling stock and machinery (other than fixed machinery required on the Behar Railway), and for working, managing, and (except as herein otherwise provided) fully and efficiently maintaining, renewing and upholding the said railway and railway stations, station-yards, sidings, crossing-places, bridges, viaducts, offices, warehouses, houses for employés, fixed machinery, tools and plant, office furniture and equipment, conveniences, and works, and the remaining 55 per cent. of such gross receipts for each half year shall be the net earnings of the Company.

Provided always, that so long as the liability of the Company under clause 19 hereof to maintain the said railway or any part thereof shall continue, the Secretary of State shall in each half year retain only 35 per cent. of such gross earnings as aforesaid, and the remaining 65 per cent. of such gross earnings shall during that period be the net earnings of the Company.

Rebate.

29. The Secretary of State shall in respect of each half year commencing with that in which the Behar Railway or any part thereof is first opened for public traffic allow to the Company by way of rebate on the proper share attributable to the East Indian Railway of the moneys received on account of traffic interchanged between the Behar Railway and the East Indian Railway as mentioned in clause 1 such a sum not exceeding 30 per cent of such share as, together with the net earnings of the Company for the same half year will make up an amount equal to interest for the half year at a rate of 4 per cent. per annum on the actual capital expenditure on the Behar Railway as charged in the capital account at the close of such half year. Provided always, that for the purposes of this clause the amount of such capital expenditure shall be limited to 120 lakhs of rupees, and the amount at such half-yearly interest shall be limited to ₹2,40,000, and in the event of such capital expenditure and interest being respectively in excess of those amounts no additional allowance by way of rebate as aforesaid shall be made to the Company. The payments under this clause shall be calculated at the close of each year, but payments on account and subject to adjustment may be made at the close of the first half of each year.

Net Receipts.

30. The net earning of the Company for each half year, together with the amount of rebate under the preceding clause for such half year, shall constitute the net receipts of the Company for each half year and (subject to the provisoes hereinafter contained) shall be paid over to the Company in India in rupees by the Secretary of State, when the summary of account referred to in clause 38 of this Contract for such half year is rendered to the Company.

Provided always, that the Secretary of State shall be at liberty to apply any moneys payable as aforesaid as net receipts of the Company to any of the purposes for which the Company are under the provisions of this Contract bound to provide the funds, and also to deduct from any such moneys all moneys (if any) which shall for the time being be owing by the Company to the Secretary of State under this Contract, or which the Company ought to have paid but shall have failed to pay to him.

Provided also, that until the close of the half year in which the Behar Railway shall be opened throughout for public traffic, or to the 31st December 1898, whichever is the earlier date, the net receipts of the Company shall be credited to capital as a set-off against interest payable out of capital during the construction of the railway.

And provided further, that after the Behar Railway shall have been so opened throughout, and so long as any interest on the paid-up share capital of the Company shall be payable out of capital under the provisions herein contained, the excess (only (if any) of the net receipts of the Company for any half year over the amount of such interest for the same half year shall be paid over to the Company.

Capital Expenditure.

31. The Company shall, within such period and by such instalments as the Secretary of State shall prescribe, whereof not more than two months' notice shall be necessary, pay to the credit of the Secretary of State into the Bank of England, or into the Government Treasury in the Bank of Bengal at Calcutta, as the Secretary of State shall direct, in cash all funds which the Company has engaged to furnish to the Secretary of State under clause 6, the first of such instalments being the sum of 10 lakhs of rupees, which shall be paid at Calcutta as soon as may be after the allotment of the first issue of the authorised capital of the Company. All other capital funds not so required as last aforesaid the Company shall pay into a bank to be approved by the Secretary of State. Provided that nothing in this clause shall be deemed to prevent the Company from investing or depositing at interest from time to time any funds of the Company not immediately required for the purposes of the Company.

32. Whenever the expenditure on account of the Behar Railway, properly chargeable to capital, shall exceed the sum of 640,000*l.*, and further moneys shall be required for the like expenditure, the Secretary of State may require the Company to raise and to pay to him as provided in clause 31, such additional amount as shall be deemed by him necessary and which he may sanction under clause 37 for the completion of the said railway or for the construction of such additional works as may be required under the provisions of clause 25.

33. Except as hereinafter provided, no capital expenditure by the Company, other than such as shall relate to the making of the Company's line of railway, shall be allowed as between the Secretary of State and the Company unless the prior sanction of the Secretary of State thereto shall have been obtained.

34. The Company may charge as capital expenditure of the Behar Railway the sum of 7,100*l.* for the cost of preliminary surveys already undertaken, and such additional expenditure for further surveys, estimates, advertisements, printing, law charges and registration, not exceeding (inclusive of the said sum of 7,100*l.*) the sum of 10,700*l.*, as may be approved by the Secretary of State, and a payment of 4,000*l.* for the promoter on account of expenditure of time and money on the scheme, and also a commission of 3½ per cent. on the capital for underwriting and issue, but not exceeding 21,000*l.*, and a brokerage not exceeding a quarter per cent. on a capital of not more than 640,000*l.*

35. The Company (so far as authorised so to do by its constitution, and subject to the provisions of the Indian Railways Act, 1894) may during a period which shall extend to the close of the half year next after the half year during which the said railway shall be opened throughout for public traffic, or to the 30th day of June 1899, whichever is the earlier date, pay out of capital any sums by way of interest on the amounts from time to time *bonâ fide* paid up on the issued share capital of the Company, not amounting, together with the net receipts of the Company (as defined in clause 30 of this Contract), to more than 4 per cent. per annum on the sums in respect of which the interest is paid, and may also during the same period pay out of capital interest at the rate not exceeding 4 per cent. per annum on so much of its capital as may be raised on debentures or debenture stock. The moneys paid out of capital under this clause may be charged to capital account as part of the original cost of construction.

36. During such period as any sums by way of interest on capital may be paid out of capital as provided by the last preceding clause, the Company may charge to capital, on account of the expenses of the Board of Direction and other expenses of management, such an amount as may be approved by the Secretary of State.

Restriction on raising of new capital.

37. The Company shall not during the continuance of this Contract, without the sanction in writing of the Secretary of State first obtained, at any time increase its share of stock capital or borrow any moneys; but this stipulation shall not necessitate the

sanction of the Secretary of State to the borrowing of money at a reasonable rate of interest for *bond fide* temporary purposes.

Accounts.

38. The Secretary of State shall keep or require to be kept in rupee currency in India a distinct and separate account of the gross earnings derived by him or by the working agency from the working of, or the traffic passing over, the Behar Railway, or of such part or parts thereof as shall for the time being be open for public traffic. Such account shall be made up half-yearly to the 30th day of June and the 31st day of December in each year, and a summary thereof shall be rendered to the Company in India within three months after such half-yearly days respectively.

39. The Secretary of State shall keep or require to be kept in India all such subsidiary accounts and vouchers as shall be proper and sufficient for the preparation and verification of the account aforesaid; and the said accounts and vouchers shall be open at all reasonable times to inspection and transcription by some person or persons to be authorised by the Company in that behalf and approved by the Secretary of State and at the expense of the Company. The Secretary of State shall afford or require to be afforded to such person or persons all proper and sufficient facilities for such inspection and transcription, and shall on the reasonable requirement of the Company and at the expense of the Company, provided such requirement be notified in writing to the Secretary of State within thirty days after the receipt by the Company of the summary aforesaid for any half year, duly verify or require to be verified the accounts for such half year. If after such verification the Company shall require any alteration to be made in any such account or summary, and if the Secretary of State shall not consent to the proposed alteration, the matter in difference shall be referred to arbitration under the proviso for arbitration hereinafter contained.

40. Every summary of account with respect to which, or to the accounts on which it is based, no such written requirement of verification as aforesaid shall have been delivered to the Secretary of State within thirty days after the receipt by the Company of the summary aforesaid, shall be deemed to be conclusively settled between and shall be binding upon the parties except that if and whenever any error shall be discovered in any such summary or account, such error shall be rectified and allowed for in the account for the half year in which the error shall be discovered or for any subsequent half year.

41. An account shall be kept as between the Secretary of State and the Company in rupee currency in reference to the Behar Railway, in which from time to time shall be entered—

(*a*) *To the Credit of the Company*, all sums paid by the Company to the Secretary of State to meet capital expenditure in India, and all receipts of the Secretary of State arising from the sale of stores or other property originally paid for from capital or otherwise properly attributable to capital in accordance with the usage of Indian railways; also payments on account of the net receipts of the Company under clause 30 of this Contract, and which are to be credited to Capital.

(*b*) *To the Debit of the Company*, all expenditure incurred by the Secretary of State on account of works properly chargeable to capital under the provisions herein contained, and all sums becoming payable to the Secretary of State under the said provisions, and from time to time remaining unpaid.

And if at the end of any half year there shall be a balance to the debit of the Company on the said account, and such balance be not paid to the Secretary of State on his demand, the Company shall pay to the Secretary of State interest on the amount so remaining unpaid at the rate of 6 per cent. per annum from the date of balancing such half yearly account and the Secretary of State may deduct all such interest from any sums becoming payable to the Company under the provisions of this Contract.

42. There shall be kept as between the Secretary of State and the Company, in rupee currency, an account of the expenditure and receipts in reference to the Behar Railway, properly attributable to Capital (hereinafter referred to as "the Capital Account"), in which shall from time to time be entered—

(*a*) *To the Debit of the Account.*—All such expenditure of the Secretary of State, or of the agency to be appointed by him as aforesaid, on account of the said railway as stated by the Secretary of State.

(*b*) All such expenditure of the Company on the said railway, including the approved amount of preliminary expenses and other costs under clause 34, payments

on account of interest on capital under clause 35, and payments on account of expenses of direction and otherwise under clause 36, as shall be respectively approved by the Secretary of State.

To the Credit of the Account.—All sums received by the Secretary of State from the sale of stores or other property originally paid for from capital or otherwise properly attributable to capital in accordance with the usage of Indian Railways, which sums have been entered in the account described in clause 41; also payments on account of the net receipts of the Company under clause 30 and which are to be credited to capital.

43. In connection with the said Capital Account, there shall be kept all such subsidiary accounts in the form required by the Secretary of State as are from time to time kept by the Indian Railway Companies working railways under the supervision of the Secretary of State.

44. For the purpose of incorporation in the aforesaid rupee accounts of sterling expenditure in Great Britain or elsewhere by the Secretary of State or the Company in connection with the construction of the Behar Railway, and for all the purposes of this Contract requiring the conversion of sterling money into rupees, the conversion (unless in any case otherwise specially agreed) shall be made at the average rate of exchange obtained by the Secretary of State for bills payable on demand drawn on India during the half year ending either on the 30th day of June or the 31st day of December next preceding the time at which the conversion is required to be made, and so that if the conversion is to be made in the first six months of the then current calendar year the half year shall end on the 31st day of December, and if it is to be made in the last six months of the then current calendar year the half year shall end on the 30th day of June. Provided that if and as often as the Secretary of State shall not have drawn bills on India payable on demand for so much as three months out of any particular half year ending on a 30th day of June or 31st day of December, then any conversion of sterling money into rupees during that half year shall be made at the average rate obtained during that half year for the best commercial bills payable on demand drawn in London on India, such average rate to be decided by the Comptroller General at Calcutta.

45. In any case where any question may or might arise as to whether any expenditure in connection with the Behar Railway is to be treated in the whole or in part as a charge on capital or how the same is to be dealt with, the question shall be determined on the general principle that capital, besides bearing the cost of the original construction and completion of the said railway and the stations, station-yards, sidings, crossing-places, bridges, viaducts, offices, warehouses, houses for employés, fixed machinery, conveniences, and works belonging thereto, and of the original equipment of the said railway and its appurtenances with plant and fixed machinery, and of the provision of every such roadway as shall be provided in accordance with the 23rd clause of the Contract, and of the maintenance of every part of the said railway for the period of twenty-four months from the date of the opening of such part respectively of the said railway for public traffic, is to bear the cost of new works, not being petty works as defined in clause 26, of additional plant and fixed machinery, and of substantial improvements of and additions to old works, plant, and fixed machinery, respectively, provided in pursuance of any requirement by the Secretary of State under the 25th clause of this Contract, and shall be debited with all moneys expended by way of making good any damages pursuant to the 24th clause of this Contract, and that the cost of repairs, restorations, renewals, and replacements of the said railway and its appurtenances after the expiration of the above-mentioned period of twenty-four months and the cost of petty works as defined in clause 26 of this Contract are respectively to be met by the working agency.

Audit.

46. The accounts of the Company in relation to its expenditure and receipts and of the expenditure of the Secretary of State on account of the Company, whether in India, England, or elsewhere, on Capital Account shall from time to time be audited on behalf of the Secretary of State (if he shall so require) as well as on behalf of the Company, and the Company shall produce to the auditors or auditor all vouchers, books, accounts, papers, and documents of the Company necessary for the purpose of audit, and afford to them or him all facilities requisite for the performance of their or his duties. Any correction made in the accounts by any person or persons who shall be acting as joint auditors or joint auditor on behalf both of the Company and of the Secretary of State shall be conclusive. If, consequent on the audit of any auditor acting exclusively on behalf of the Secretary of State, the Secretary of State

shall require alterations to be made in the accounts, and the Company shall object to the alterations, the matter in difference shall be referred to arbitration under the proviso for arbitration herinafter contained. The necessary costs of the audit shall be defrayed by the Company and included in the capital account.

Miscellaneous.

47. In any case not herein expressly provided for, the Company shall indemnify the Secretary of State against any pecuniary liability which he may incur in respect of the construction, extension, alteration, or improvement of the Behar Railway, and the works connected therewith, or in respect of the maintenance or working of the said railway under the Contract* or Agreement set forth in the Schedule hereto, or any other Contract or Agreement which may be entered into under the 20th clause of this Contract.

48. The Company shall not at any time during the continuance of this Contract, without the sanction in writing of the Secretary of State first obtained, engage in, or carry on, or apply capital to any business other than the business provided by this Contract to be carried on by the Company, and business incidental or subsidiary hereto, or participate or co-operate with any person, company, or corporation in carrying on any business other than as aforesaid.

49. The Secretary of State shall promote the passing by the Legislature in India of any Act or Acts which may be required to enable the Company to carry into effect this Contract.

50. No claim shall be made upon the Secretary of State by the Company for compensation in respect of the prejudicial effect upon the Behar Railway or any roadway to be established under this Contract, or the profits thereof respectively, of any Act of the Indian Legislature of general applicability for the time being in force, and the Company and its undertaking shall be subject to the provisions of every such Act as last aforesaid.

51. Any notice, determination, decision, direction, requirement, requisition, demand appointment, certificate, expression of opinion, approval, or sanction to be given or signified on the part of the Secretary of State for any of the purposes of or in relation to this Contract, or any of the powers or provisions herein contained, shall be sufficient and binding if in writing signed by the Secretary of State, or one of his Under Secretaries, or by a Secretary of the Government of India, or by any other officer or servant authorized to act on behalf of the Secretary of State in respect of the matters to which the same shall relate, and the Secretary of State shall not in any case be bound in respect of any of the matters aforesaid unless by some writing signed in the manner before mentioned in this section.

52. The registered office of the Company shall at all times during the continuance of this Contract be situate in London or Westminster.

53. The Company shall at all times during the continuance of this Contract keep an office established at some place in India, to be determined from time to time by the Secretary of State, and keep at the said office in India an authorised agent, with whom the Secretary of State, and the Government of India or other officer or officers deputed in that behalf may communicate on affairs concerning this Contract and the duties and liabilities of the parties hereto under this Contract, and to whom the Secretary of State and Government of India, and such officer or officers as last aforesaid, may pay moneys for the use or on behalf of the Company, and all drafts drawn and receipts given by the said agent or under his authority on behalf of the Company in relation to this Contract, or to any payments made or matter arising under or out or by virtue of this Contract shall be binding on the Company and every notice to be given to the Company, other than the several notices mentioned in the 54th clause of this Contract shall be sufficiently given if left at the said office in India or personally served on the said agent.

Determination of Contract and Matters consequent thereon.

54. The Secretary of State may determine this Contract in manner hereinafter mentioned (that is to say):—

(1) If before the Behar Railway is open for traffic throughout the Company shall fail, on demand by the Secretary of State, to supply him with the funds or materials required to enable him to construct and complete the said railway as hereinbefore agreed, the Secretary of State, notwithstanding any grants of further time, or any negotiations between the Secretary of State and the Company, may determine this Contract, by giving to the Company notice in writing of such determination (which notice is herein referred to as "notice of determination").

* Appendix L.

(2) The Secretary of State may by giving to the Company in England not less than twelve months' previous notice in writing (which notice is herein referred to as "notice of purchase") determine this Contract (if then subsisting) either on the 30th day of June 1919, or on the 30th day of June in the last year of any subsequent period of ten years.

AND IT IS HEREBY AGREED AND DECLARED that at the time at which this Contract shall terminate, as hereinbefore provided, the Company without acquiring or having the right to any compensation or payment from the Secretary of State in respect thereof, except as hereinafter specially provided, shall give up to the Secretary of State possession of, or if the circumstances of the case shall require, relinquish all claim to all land of which he shall have allowed the Company to have possession under or for any of the purposes of this Contract (so far as not then already restored to the Secretary of State), together with all the stations, station-yards, sidings, crossing-places, bridges, viaducts, offices, warehouses, houses for employés, fixed machinery, conveniences, works, bridges (inclusive of roadways referred to in the 23rd clause of this Contract), rails, fixtures, and plant then erected or being on the land to be given up or relinquished under this clause or in anywise belonging to the Behar Railway or any part thereof and the then existing stock (if any) of stores purchased or acquired in behalf of the Company or on account of the said railway and appropriated, whether for the purposes of construction or otherwise to the said railway or to any of the adjuncts thereof inclusive as last aforesaid, or to any part of the equipment thereof; and shall also deliver to the Secretary of State all plans, books, surveys, sections, printings, writings, and documents whatsoever in anywise connected with, or with the construction of the said railway or any part thereof, or any of the works and adjuncts thereof inclusive as aforesaid. All the particulars mentioned in this clause shall at the time when the Secretary of State shall under this clause become entitled to the delivery thereof, so far as not then already belonging to him or in his possession, become his absolute property free both as between the Secretary of State and the Company and as between the Secretary of State and the encumbrancers (if any) from all encumbrances whatsoever created by the Company, it being the intention of the parties hereto that the Secretary of State shall not be affected by any charge or encumbrance of any kind created by the Company on any real or personal property which during the continuance of this Contract shall be in the possession of the Company, whether belonging to the Secretary of State or to the Company. The rights of either party to this Contract as against the other party hereto in respect of the previous breach of any convenant herein contained shall continue to subsist notwithstanding the termination of this Contract in any manner whatsoever, and such termination shall not affect the right of either party hereto to require the payment of any unpaid money which under the provisions of this Contract shall have become actually payable to or on behalf of such party by the other party hereto.

55. If this Contract shall terminate by notice of determination, the Secretary of State shall, within four months from the time when this contract shall so terminate, pay to the Company in India out of the revenues of India, in rupee currency, the fair value of the Behar Railway and works, so far as the same shall then have been constructed, and of all rails, fastenings, sleepers, fixed machinery, plant, and stores, which shall be given up, relinquished or delivered by the Company to the Secretary of State under the 54th clause of this Contract. The fair value of property for the purposes of this clause shall, in case of difference between the Secretary of State and the Company, be ascertained by arbitration under the proviso for arbitration in that behalf hereinafter contained, and shall be calculated without reference to expectations of future profits to be derived from working the said railway.

56. If this Contract shall be determined by notice of purchase, the Secretary of State shall, within four months from the time at which it shall be so determined, pay to the Company out of the revenues of India, in England such a sum as when added to any unspent capital shall amount to the total paid-up capital of the Company in sterling, so far as such capital, other than unspent capital, has been expended on the undertaking with the authorisation of the Secretary of State.

57. The Secretary of State at the time when this Contract shall be determined, shall, after making due allowance for any sum remaining in his hands unexpended from the moneys supplied to him by the Company for expenditure on the Behar Railway or otherwise received by him on account of the Company, be at liberty to deduct from any moneys which would otherwise be payable by him to the Company under either of the two preceding clauses, any sum or sums then owing to him by the Company or which the Company ought to have paid but shall have failed to pay to him.

58. The clear balance of money payable by the Secretary of State to the Company under the 55th or the 56th clause of this Contract shall carry interest in favour of the Company at the rate of 3 per cent. per annum, to be computed from the time when this Contract shall terminate down to the time of payment or tender of such clear balance by or on behalf of the Secretary of State to the Company. And the Secretary of State shall pay to the Company in India out of the revenues of India any interest accrued under this clause in favour of the Company with the capital money in respect of which the interest shall have become payable.

Arbitration.

57. If any dispute, question, or controversy shall at any time arise between the Secretary of State and the Company touching this Contract, or any clause or thing herein contained or the construction hereof, or any matter connected with this Contract, or the operation of the same, or the rights, duties, or liabilities of either party in relation to the premises, then and in every such case the matter in difference shall be referred to two arbitrators or their umpire pursuant to and so as with regard to the mode and consequences of the reference, and in all other respects to conform to the provisions in that behalf contained in the Arbitration Act, 1889, or any subsisting statutory modification thereof, and upon every such reference the arbitrators and umpire shall respectively have the powers by that Act conferred on arbitrators and umpires respectively, and in every such submission the provisions mentioned in the first schedule to that Act shall be implied, and every or any such reference may be made a rule of Her Majesty's High Court of Justice or of any of Her Majesty's High Courts of Judicature in India, on the application of the Secretary of State or of the Company, and either the Secretary of State or the Company may instruct counsel to consent thereto for the other party.

APPENDIX L.

This Indenture, made the 22nd day of August 1895, between THE SECRETARY OF STATE IN COUNCIL OF INDIA (hereinafter called "the Secretary of State") of the one part, and the EAST INDIAN RAILWAY COMPANY (hereinafter called "the Company") of the other part.

WHEREAS by "the East Indian Railway Company Purchase Act, 1879," the parties hereto were authorised and empowered to enter into and to carry into effect contracts for (amongst other purposes) the improving and enlarging the East Indian Railway, and the constructing auxiliary railways and other works in connection therewith, and the maintenance and management of railways in connection with, but not forming part of, the East Indian Railway, and the use and working of such railways, and the conveyance of traffic thereon.

AND WHEREAS by an Indenture dated the 22nd day of December 1879, and made between the Secretary of State of the one part and the Company of the other part (which Indenture is hereinafter referred to as the principal Contract), it was (amongst other things) agreed that the Secretary of State might require the Company to construct and work any auxiliary or branch railway of the same gauge in connection with any railway forming part of the undertaking (therein defined), either as agents of the Secretary of State or as part of the undertaking, as the Secretary of State might determine, upon such terms and conditions as might in each case be agreed upon.

AND WHEREAS the Secretary of State is in negotiation with certain persons for the establishment of a company, to be registered in England under the Companies' Acts, 1862 to 1890, as a company limited by shares, with the object (amongst other things) of constructing on a route to be determined by the Secretary of State, a line of railway to be called the South Behar Railway from the Lakhiserai Station on the East Indian Railway to the Gya Station on the same railway; with necessary and proper stations, station-yards, sidings, crossing-places, bridges, viaducts, offices, warehouses, houses for employés, fixed machinery, tools and plant, office furniture and equipment, conveniences and works; the said proposed railway to be of the same gauge as, and equal in all respects to, the standard of the railways of the undertaking.

AND WHEREAS the Secretary of State having intimated to the Company that he is prepared, under the power in that behalf reserved to him by the principal Contract, to require the Company to construct the said proposed railway and work the same, as and when completed and brought into connection with the undertaking at the said stations, as his agents, the Company have agreed to do so upon and under the terms and conditions hereinafter contained.

NOW THIS INDENTURE WITNESSETH—

1. The definitions in the principal Contract contained shall apply to this Contract.

The expression "months" means "calendar months."

The expression "the Behar Railway" means and includes the said proposed railway and the appurtenances thereof as hereinbefore described, together with any alterations, improvements, and additions thereto made under clause 15 hereof.

The expression "the East Indian Railway" means and includes the "undertaking" as defined in clause 1 of the principal Contract, together with all lines of railway and the appurtenances thereof not forming part of the undertaking which are now or which at any time during the continuance of this Contract may be worked by the Company.

The expression "gross earnings" shall include—

(*a*) The moneys received by the Company on account of the traffic on or over the Behar Railway or any part thereof originating at and destined to stations on the said railway, including, for the purposes of this sub-clause, any stations of the East Indian Railway forming junctions with the Behar Railway,

(*b*) The proportionate mileage share attributable to the Behar Railway of the moneys received by the Company on account of the traffic interchanged between stations on the Behar Railway and stations on the East Indian Railway not forming junctions with the Behar Railway.

(*c*) An amount equal to 30 per cent. of the moneys received by the Company on account of the through traffic passing over the Behar Railway when opened throughout for public traffic between any station on the East Indian Railway not forming a junction with the Behar Railway and any other station on the East Indian Railway, including such junctions. Provided that any through traffic *viâ* the Gya Station received from or destined to or *viâ* any railway that may hereafter be constructed forming a junction with the East Indian Railway at Gya shall not come within the operation of this sub-section or form part of the traffic of the Behar Railway, but the Company shall be at liberty to carry such last-mentioned traffic at its discretion over the Behar Railway without additional payment therefor.

(*d*) The rent of buildings forming part of the Behar Railway received by the Company under the rules for the time being in force on the undertaking for the payment of rent by the occupiers of such buildings.

(*e*) The tolls received in respect of traffic on the roadways mentioned in clause 12 of this Contract.

(*f*) Miscellaneous sources of income not otherwise defined and properly credited to revenue.

But shall not include the following—

(*g*) Moneys received from the working of the telegraphs supplied by the Secretary of State for the use of the Behar Railway.

(*h*) Amounts credited in the Revenue Account in respect of the carriage of stores and materials for revenue purposes, or of services rendered or work done on or over the Behar Railway, the cost of which is debited in the Revenue Account per contrâ, and for which no cash payment is made by the public using the said railway.

(*i*) Any sum allowed by way of rebate under clause 24 hereof.

Construction of Railway.

2. The Company on the provision by the Secretary of State of the land and the moneys (or materials as hereinafter mentioned) required for the construction of the Behar Railway, shall proceed with due diligence in such construction in accordance with plans and specifications to be approved by him. The Company shall conduct the work of construction, and the expenditure and all other business connected therewith, as nearly as practicable in accordance with the system in force on the undertaking for the construction of works chargeable to capital, and all such work and business shall be carried out in like manner under the supervision and authority of the Company's agent and engineers and other officers subject to the control of the Secretary of State, but in such manner that no part of the cost of the said railway, or of the arrangements involved in its construction, shall be borne by the Company or the undertaking, and that the requisite funds or materials for all the said purposes shall be furnished to the Company by the Secretary of State.

3. The Secretary of State may, at his discretion, supply materials for the purposes of the Behar Railway, to be delivered at Calcutta or elsewhere in India, as may be required by the Company, duly inspected and approved as to design and otherwise by engineers to be approved and authorised by him and the Company, and the cost of such materials, together with the cost of their transport to the point of delivery, as stated by the Secretary of State, shall be incorporated in the accounts of construction of the Behar Railway.

4. Subject to the approval of the Secretary of State, there shall be paid from the funds supplied as aforesaid, to the officers and servants of the Company employed on or in connection with the construction of the Behar Railway, and other business arising from the same such remuneration for their services as he shall allow.

5. The Company shall convey over the lines of the East Indian Railway all materials, plant, and stores required for the construction of the Behar Railway at such rates as are for the time being charged on the undertaking for the carriage of materials, plant, and stores required for similar purposes on State Railways.

6. The Secretary of State and the Company shall from time to time agree upon the additional land, works, and conveniences required from time to time at the said stations of the East Indian Railway, for the purpose of making the junctions with the Behar Railway and meeting the traffic thereof. The said additional land, works, and conveniences, shall be dealt with in accordance with the provisions of the principal contract as part of the undertaking. No charge or toll shall be made or levied upon or from the Secretary of State or otherwise in respect of the land, lines, platforms, buildings, works, or other conveniences at the said junction stations in excess of the sum to be paid over to the Company from the gross earnings of the Behar Railway under clause 22 of this Contract.

Opening of Railway.

7. From time to time when, and as often as an inspecting officer of the Secretary of State duly authorised in that behalf, shall have certified that the whole or any portion of the Behar Railway has been constructed in accordance with the provisions herein contained, and is in direct communication with the East Indian Railway, and is ready and fit for the conveyance of passengers and goods, the Company shall prepare and furnish to the Secretary of State at the expense of the Secretary of State a specification describing the nature and quality of the whole or such portion as aforesaid of the Behar Railway, and setting out fully the general details of the construction of the same as regards earthworks, bridges, ballast, permanent-way, stations, buildings, and all other matters and things of a permanent character, so as to show in every particular the standard up to which the said railway has been constructed, together with plans and working drawings of the same, and of the land provided by the Secretary of State for the purposes of the said railway. Such specifications, plans, and working drawings (hereinafter referred to as documents) shall be submitted to the Agent of the Company in India, and when finally accepted by him shall be signed by him or the Chief Engineer of the Company on behalf of the Company, and by the Consulting Engineer of the Government of India, or other officer duly authorised in that behalf to act on behalf of the Secretary of State, in testimony of such portion of the said railway having been completed in all respects in accordance with the terms of this Contract, and shall be retained by the Company. The said plans and specifications shall from time to time be revised and completed up to date as occasion shall require.

8. Upon such documents being signed in manner aforesaid, such part of the Behar Railway as is comprised or referred to in the said documents shall be handed over to the Company and shall be opened for public traffic. The Secretary of State shall guarantee the Company undisturbed possession at all times during the continuance of this Contract of each and any portion of the said railway handed over to them.

Maintenance and Working.

9. The Secretary of State will, until the expiry of twenty-four months from the opening for public traffic of any section of the Behar Railway, supply the Company with the funds from time to time required for fully and efficiently maintaining, renewing, and upholding, to the satisfaction of the Secretary of State, the same section of the said railway, or any part of such section for the time being opened for public traffic. The Company shall thenceforth work and (except as hereinbefore provided) maintain the Behar Railway and the works connected therewith in good repair and in good working order and condition up to the standard shown in and by the said specification upon the following terms; that is to say, the costs and expenses of such maintenance shall be borne by the Company so far only as such maintenance shall be necessary to make good damage caused by the ordinary wear and tear incident to the use and working of the said railway by the Company, and the conveyance of traffic thereon by the Company, but not further or otherwise; nor shall the costs and expenses of making good damage to the said railway arising from extraordinary casualty affecting the said railway, the cost of making which good would in accordance with Indian railway practice be a charge against capital, be borne by the Company. Provided that if in any case the Secretary of State and the Company shall not agree as to the liability of the Company under this clause, it shall be referred to arbitration as hereinafter provided to determine whether the cost of any necessary restoration would in accordance with Indian railway practice be properly charged or apportioned wholly or in part against capital or working expenses, and the decision arrived at on such arbitration shall be binding on both parties to the reference and the charge or apportionment of the costs of any such arbitration shall follow the event.

10. All the business connected with the management and maintenance of the Behar Railway, and the conduct of the traffic thereon, including traffic interchanged between the East Indian Railway and the Behar Railway, shall in all respects, so far as practicable, be carried on in the same manner and subject to the same regulations and control by the

Secretary of State as the like business on the undertaking. Provided always, that the charges for all traffic from time to time interchanged between the East Indian Railway and the Behar Railway, and for all traffic from and to Gya, to and from or *viâ* other stations on the East Indian Railway forming junctions with the Behar Railway, shall be regulated and the receipts from such traffic be allocated on the assumption that all such traffic as aforesaid is sent over the shortest route for the time being open for the passage of trains, except in cases where the difference in distance between alternative routes does not exceed 5 miles. But this proviso shall not apply to cases in which passengers or consignors of goods shall elect to travel or to send their goods, as the case may be, by some route other than the shortest route.

11. The Company shall charge such rates and fares for the carriage of goods and passengers over the Behar Railway or any part thereof as shall from time to time be agreed upon between the Company and the Secretary of State, provided that they are within the maximum and minimum rates and fares for the time being in force on the undertaking, and that the classification of goods is in conformity with the classification of goods on the undertaking.

12. If roadways for foot passengers, cattle, carts, or other vehicles shall be provided on any of the bridges forming part of the said railway, the Company shall charge tolls on the traffic over such roadways according to tariffs to be settled by the Secretary of State.

Application of certain Conditions of principal Contract.

13. The conditions with respect to the provision of a police force, and the provision and use of telegraphs and telegraphic appliances, and (except as hereinafter otherwise expressly provided) with respect to moneys supplied by the Secretary of State for the purposes of the Behar Railway, shall be the same as are by the principal Contract prescribed with reference to the same matter respectively in respect of the undertaking.

14. During the continuance of this Contract the Company shall keep the Behar Railway, or such part thereof as shall for the time being be open for public traffic, properly supplied for the traffic thereon with rolling stock, and the plant and machinery connected therewith other than fixed machinery, as if it were part of the undertaking, and shall manage, use, and work the said railway or such part thereof as aforesaid, and convey traffic thereon, upon, under and subject to (save as is by this Contract otherwise expressly provided) the like terms, conditions, and restrictions, as are by the principal Contract prescribed in respect of the management, use, and working of the undertaking and the conveyance of traffic thereon by the Company, and in respect of the supervision and control of the Company by the Secretary of State. And in all respects not otherwise provided for by this Contract, the Secretary of State and the Company respectively shall and may with reference to the respective matters aforesaid have, execute, enjoy, put in force, and be subject to the like rights, powers, authorities, privileges, provisions, regulations, duties, and obligations as are by the principal Contract in respect of such matters respectively given or reserved to or imposed upon the Secretary of State and the Company respectively. Provided always, that nothing in this Contract contained shall operate so that the said railway shall form part of the undertaking.

Alterations, Improvements, and Additions.

15 The Secretary of State may from time to time by notice in writing, require the Company to carry out any alteration or improvement in the Behar Railway [not being petty works within the meaning of clause 17 (*b*)] or any addition thereto (other than the construction of branches) that may, in his opinion, be necessary either for the protection and security of the said railway for the safety of passengers or of the public, or for meeting the development of traffic on or the effectual working of the said railway or otherwise. Such notice shall specify the alteration, improvement, or addition required, and shall also in general terms describe the works to be executed for the purpose of carrying out such alteration, improvement, or addition, and state approximately what such works are expected to cost. On receiving any such notice, the Company shall, with all reasonable speed, commence and proceed to execute the works described therein, the Secretary of State supplying the necessary funds, and providing free of all cost to the Company (excepting as respects lands falling under section 6) any land that may be required for the purpose. If in any case the Company shall neglect to proceed with the proposed works, or fail to complete the same to the satisfaction of the Secretary of State, the Secretary of State may enter on the said railway and execute the said works.

16. On the completion of works so required, a specification such as is described in clause 7, with necessary plans, shall be prepared and signed on behalf of the Company and of the Secretary of State respectively as therein provided, and delivered to the Secretary

of State, together with a similarly certified statement of the costs of the said works. All such specifications and plans shall be corrected from time to time, when additions or alterations are made to the works of the said railway.

17. The cost of works the execution of which shall be required under clause 15, and shall be carried out by the working agency, shall be dealt with as follows:—

(*a*) All such works costing more than Rs.1,000 shall (except in the case of alteration or improvements in or additions to the said junction stations or junctions) be charged to the capital account of the Behar Railway.

(*b*) Petty works costing not more than Rs.1,000 each shall be met from the sum allowed to the Company for maintenance and working of the said railway as hereinafter provided. For the purposes of this clause each such petty work shall be dealt with separately and shall be treated as a separate work.

Land.

18. Any land that may be under this Contract provided by the Secretary of State and handed over to the Company shall be held by the Company upon the like terms and conditions as are by the principal Contract prescribed in respect of land to be provided thereunder, but only in the case of land provided under clause 6 shall the value of any land to be provided hereunder be entered in the capital account of the Company kept by them in respect of the undertaking.

Accounts of Gross Earnings and their Application.

19. The Company shall keep, in rupee currency, a distinct and separate account of the gross earnings derived from the working of or the traffic passing over the Behar Railway, or such part thereof as shall for the time being have been opened for public traffic. Such account shall be made up half-yearly to the 30th day of June and the 31st day of December in each year, and shall be regularly submitted by the Company to the Secretary of State, who may audit the same and correct any error which may be discovered therein. The Company shall also within two calendar months after each of the said half-yearly days render to the Secretary of State a summary of the said account for the half-year ending on such half-yearly day.

20. The Company shall also keep all such subsidiary accounts and vouchers as shall be proper and sufficient for the preparation and verification of the account aforesaid; and the said accounts and vouchers shall be opened at all reasonable times to inspection and transcription by any person or persons duly authorised by the Secretary of State in that behalf. The Company shall afford all proper and sufficient facilities for such inspection and transcription, and shall on the requirement of the Secretary of State (but at his expense) duly verify any such account, provided such requirement be notified in writing to the Company within three calendar months after the receipt by the Secretary of State of the summary aforesaid for any half-year. If after such verification the Secretary of State shall require any alteration to be made in any such account, or in any summary to be so rendered by the Company as hereinbefore provided, and if the Company shall give notice to the Secretary of State that they object to such alteration being made, the matter thus being in difference between the Secretary of State and the Company shall be referred to arbitration under the provision for arbitration hereinafter contained.

21. Every summary of account with respect to which, or to the accounts on which it is based, no such written requirement of verification shall have been delivered to the Company within three calendar months after the receipt by the Secretary of State of the said summary, shall be deemed to be settled between and shall be binding upon the Secretary of State and the Company, except that if and whenever any error shall be subsequently discovered in any such summary of account, such error shall be rectified and allowed for in the account for the half-year in which such error shall be discovered or for any subsequent half-year.

22. The gross earnings of the Behar Railway shall, at such times and in such manner as the Secretary of State may from time to time direct, be paid without deduction into such Treasury of the Government of India as the Secretary of State may approve. The Secretary of State shall, as soon as the accounts between him and the Company in respect of the said railway for any half-year shall have been settled, pay over to the Company at Calcutta to the credit of the undertaking (but subject to the proviso hereinafter contained) a sum equal to 45 per cent. of such gross earnings for such half-year, which sum shall be accepted by the Company in full satisfaction and remuneration for the supply of rolling stock, plant, and machinery other than fixed machinery, required for use on the Behar Railway, and the

managing, working, and maintaining the said railway in accordance with the provisions of this Contract and for the performance by the Company of every other obligation undertaken by them under this Contract with reference to the said railway. Provided always, that as long as the liability of the Secretary of State under clause 9 hereof to maintain the Behar Railway or any part thereof shall continue the Secretary of State shall pay over to the Company as aforesaid 35 per cent. only of such gross earnings for each half-year, including the half-year in which such twenty-four months shall expire.

23. The amount to be paid to the Company under the last preceding clause shall be entered in the Revenue Account kept by the Company under the provisions in that behalf contained in the principal Contract, and shall be deemed to be part of the revenue of the undertaking under that Contract.

Rebate.

24. The Secretary of State shall in respect of each half-year commencing with that in which the Behar Railway or any part thereof is first opened for public traffic be entitled to retain by way of rebate on the proportionate mileage share attributable to the East Indian Railway of the moneys received on account of traffic interchanged as mentioned in clause 1 (*b*), between the Behar Railway and the East Indian Railway, such a sum not exceeding 30 per cent. of such share as, together with the balance retained by the Secretary of State of the gross earnings as aforesaid of the Behar Railway for the same half-year, will make up an amount equal to interest for the half-year at a rate of 4 per cent., per annum on the actual capital expenditure on the Behar Railway as charged in the capital account at the close of such half-year. Provided always, that for the purposes of this clause the amount of such capital expenditure shall in no case exceed 120 lakhs of rupees, and the amount of such half-yearly interest shall in no case exceed R2,40,000, and in the event of such capital expenditure and interest being respectively in excess of those amounts no additional allowance by way of rebate as aforesaid shall be retained by the Secretary of State. The payments under this clause shall be calculated at the close of each year, but payments on account and subject to adjustment may be made at the close of the first half of each year.

Other Accounts to be kept by Company.

25. The Company shall keep separate accounts of all moneys received by them from the Secretary of State under the provisions of this Contract, and of the expenditure by the Company of the said moneys, in such form as the Secretary of State may from time to time prescribe, and such accounts shall be from time to time made up and submitted to the Secretary of State as he may require.

Termination of Contract.

26. This Contract shall determinate at the same time as the principal Contract.

27. If within twelve calendar months from the date of this Contract a Company, as proposed with power to construct or to supply funds for the construction of the Behar Railway, shall not be registered as aforesaid, and a Contract between such Company and the Secretary of State for the construction by such Company of the said railway lawfully entered into, this Contract shall be void and of none effect.

Arbitration.

28. If the Secretary of State and the Company shall fail to agree touching any matter with respect to which their agreement is required by this Contract, or if in any case not herein specially provided for any dispute, question, or controversy, shall at any time arise between the Secretary of State and the Company touching these presents or any clause or thing herein contained, or the construction hereof, or any matter connected with these presents, or the operation hereof, or the rights, duties, or liabilities of either party in relation to the premises, then and in every such case the matter as to which the Secretary of State and the Company shall fail to agree, or the matter in difference, as the case may be, shall be referred to two arbitrators or their umpire, pursuant to and so as with regard to the mode and consequences of the reference, and in all other respects to conform to the provisions in that behalf contained in the Arbitration Act, 1889, or any subsisting statutory modification thereof, and upon every such reference the arbitrators and umpire shall respectively have the powers by that Act conferred on arbitrators and umpires respectively, and in every such submission the provisions mentioned in the first schedule to that Act shall be implied, and every or any such reference may be made a rule of Her Majesty's High Court of Justice, or of any of Her Majesty's High Courts of Judicature in India, on the application of the Secretary of State or of the Company, and either the Secretary of State or the Company may instruct counsel to consent thereto for the other party.

APPENDIX M.

This Indenture, made the 13th day of August 1895, BETWEEN THE SECRETARY OF STATE IN COUNCIL OF INDIA of the one part, and THE SOUTHERN PUNJAB RAILWAY COMPANY, LIMITED, of the other part.

WITNESSETH, and it is hereby agreed and declared as follows:—

Interpretation of Terms.

1. In this Contract—

The expression "the Secretary of State" means the Secretary of State in Council of India.

The expression "the Company" means the Company party to these presents.

The expression "the said railway" means and includes the railway mentioned in the third clause of this Contract, together with all the appurtenances thereof.

The expression "gross earnings" means and includes (1) the gross earnings to be derived from the home traffic of the said railway, and (2) from its mileage proportion of traffic interchanged with the North Western State Railway, including the Patiala State Railway, and (3), in all cases in which the said railway forms part of the shortest route, from its mileage proportion of traffic interchanged between the North Western State Railway system for the time being (including the said railway, and the Patiala State Railway), and foreign lines (including the East Indian Railway, the Delhi-Umballa-Kalka Railway, and the Oudh and Rohilkhand Railway and their respective connected lines), and also the rents of any buildings belonging to the said railway and occupied by servants of the said railway or of the Secretary of State, which may be charged to the occupiers of such buildings under the rules in relation thereto for the time being in force on the North Western State Railway and tolls on bridges and other sources of income which are treated as revenue on Indian railways generally, but does not include gross earnings to be derived from traffic originating and terminating at stations of the North Western State Railway (including the stations at Delhi and Samasata, respectively, but not stations of the Patiala State Railway belonging to the North Western State Railway), nor moneys received from the public for the use of electric telegraphs erected by the Secretary of State under clause 13 of this Contract, nor book credits for the carriage of stores to be used in the maintenance or working of the said railway, or for services rendered and work done in relation thereto, for which corresponding book debits are made in the accounts of Indian Railways, and for which no cash payment is made by the public, nor any sum allowed by way of rebate under clause 23 hereof.

The expressions "net earnings" and "net receipts" have the meanings attributed to them respectively in clauses 22 and 23 hereof.

The expression "months" means calendar months.

Duration of Contract.

2. This Contract shall continue in force until it shall be determined under any provision hereinafter contained in that behalf.

Construction of Railway.

3. The Company shall by the 31st day of December 1898, on the Secretary of State, at the request of the Company, duly providing with all reasonable despatch as the same shall be required by the Company all land in British territory shown to the satisfaction of the Secretary of State to be necessary for the purpose, construct, complete, and make ready and fit for opening for public traffic throughout, on a route to be selected and determined by the Secretary of State, a direct continuous line of railway from the station of the North

Western State Railway at Delhi, *viâ* Bhatinda, to the station of the North Western State Railway at Samasata, with all such stations, station-yards, sidings, crossing-places, bridges, viaducts, offices, warehouses, houses for employés, fixed machinery, conveniences, and works as shall be necessary or proper for the purposes of the said railway, either as regards the due working of the same or as regards the permanence of the same and the protection of the same from destruction or injury by inundation, tempest, or otherwise.

4. The Secretary of State shall from time to time provide, free of cost, to the Company the land in British territory which he shall consider requisite for the construction of the said railway, and for the stations, station-yards, sidings, crossing-places, bridges, viaducts, offices, warehouses, houses for employés, conveniences, and works necessary or proper for the purposes of the said railway, as well as for quarrying, ballast, brickfields, and kindred purposes, and shall allow the Company to have possession during the continuance of this Contract of the land so provided. The Company shall from time to time, with the sanction of the Secretary of State, as soon as practicable, relinquish to the Secretary of State such of the land of which the Company shall have been allowed possession under this Contract as shall for the time being have become unnecessary to be retained by the Company for any of the purposes of this Contract. And as often as, in the opinion of the Secretary of State, it shall appear to be unnecessary that the Company shall retain possession of any particular land of which the Company shall have been allowed possession under this Contract, the Secretary of State shall certify such his opinion to the Company. Upon receipt of such certificate, or so soon thereafter as may be, the Company shall state in writing whether it acquiesces in the opinion of the Secretary of State, or whether it objects thereto, and if so, the grounds of its objection. If no objection is stated by the Company, or if the grounds of its objection (if any) are not in the opinion of the Secretary of State sufficient, the Company shall, upon the requisition of the Secretary of State, forthwith relinquish to him the land in question.

5. The Secretary of State will use his influence to acquire for the Company, free of cost to the Company, from any Native State through whose territories the said railway shall be carried, similar grants of land in their respective territories which the Secretary of State shall consider necessary or proper for the purposes of the said railway, or any extension thereof, and the provisions of the preceding clause shall, as far as possible, extend to any land so granted.

6. The said railway shall be a single line of the standard gauge, and shall, as regards permanent-way, station accommodation, and general structural character, be equal in all respects to the standard of the North Western State Railway, so that it may be worked by the rolling stock in use on that railway, and so that it shall not require special or undue maintenance, but such standard shall imply and permit the general use of timber transverse sleepers either of approved Indian or other woods. Surveys, designs, specifications, and estimates in relation to the construction or execution of the said railway and stations and other works shall, as far as the same shall be required by the Secretary of State, be furnished by the Company to the Secretary of State and shall be subject to his approval. In the settlement and placing within the United Kingdom of any contract for the purchase of materials or the execution of works, the Company shall follow the same general procedure and course of business which are followed in the case of similar transactions by the Indian Guaranteed Railway Companies. The said railway and stations and other works while under construction shall be inspected when and so often as an inspecting officer appointed for that purpose by the Secretary of State shall consider desirable, and shall be constructed in all respects to the satisfaction of the Secretary of State, who shall be at liberty at any time during the construction of any particular section of the line, or during 12 months after the opening of the same section for traffic, to object to any of the work done, or the materials employed or proposed to be employed in or about the same, and to require any work to be undone and done again and any materials to be removed and to be replaced by others in a manner satisfactory to him.

Provided always, that the Company shall have free access, without charge to the Company to all surveys, plans, estimates, or information prepared or obtained by the Secretary of State for facilitating the construction of the said railway, but the Secretary of State will accept no responsibility for the accuracy of any such surveys, plans, estimates, or information.

7 The Company shall from time to time furnish the Secretary of State with full particulars of all expenditure incurred by them on account of the said railway under this Contract, and any other information that he may require in respect of transactions relating to the said railway.

8. The works, buildings, sidings, and conveniences from time to time required within the boundaries of the North Western State Railway or the Patiala State Railway for the purpose of effecting junctions between the said railway and the North Western State Railway at Delhi and Samasata, and between the said railway and the Patiala State Railway at Bhatinda, shall be provided by or under the direction of the Secretary of State, and free of cost to the Company. No charge or toll shall be made or levied upon or from the Company in respect of the use of the said land, lines, platforms, buildings, or other conveniences at the said stations, or any of them, in excess of the sum to be retained from the gross earnings of the said railway under clause 22 of these presents.

9. The Secretary of State shall from time to time notify to the Company the route of the said railway, so far as such route shall from time to time have been determined by him.

10. The Secretary of State shall have power to determine the situation and dimensions of all stations, station-yards, offices, warehouses, houses for employés, conveniences, and works to be constructed in connection with or as part of the said railway.

11. The Secretary of State will make such arrangements with the railway administrations concerned that the rates to be charged to the Company for the carriage over State railways, including the North Western State Railway and the Patiala State Railway, of all materials, plant, and stores required for the construction of the said railway and the works connected therewith, shall be the same as are charged for materials, plant, and stores used for similar purposes on State railways.

12. The Secretary of State will provide and maintain, at the cost exclusively of the Company, such a force of police as, with the approval of the Secretary of State, shall from time to time be required for the protection of so much of the said railway as shall for the time being be under construction The cost of providing and maintaining such police shall be taken to be as from time to time stated by the Secretary of State, and shall be paid from time to time from the Capital funds of the Company to the Secretary of State on demand:

13. The Secretary of State may from time to time construct such electric telegraph and telegraphic appliances as he shall think fit along or upon the said railway, or any part or parts thereof, or any land or works belonging thereto, and may maintain and work the same electric telegraphs and telegraphic appliances as he shall think fit, and may erect, maintain, make, do, and execute on the said railway or on any lands or works belonging thereto, all such buildings, machinery, works, acts, or things as he shall consider necessary or proper in relation to the construction, maintenance, use, and working of the said electric telegraphs and telegraphic appliances. The Secretary of State shall be exclusively entitled to the possession of all buildings, machinery, works, and appliances erected or bought by him under the powers conferred on him by this clause on the said railway or on any land or works belonging thereto. Free passes over the said railway may be given by the Secretary of State to all persons employed by him on the construction, maintenance, working, and inspection of the said electric telegraphs and telegraphic appliances.

Handing over the Railway to Secretary of State and opening thereof.

14. From time to time, when and so often as an inspecting officer, acting on behalf of the Secretary of State, shall have certified that the whole or any part of the said railway has been constructed in accordance with the provisions herein contained, and is ready and fit for the conveyance of passengers and goods, there shall be prepared by some person duly empowered by the Company in that behalf, and at the expense of the Company, a specification of such whole or part as aforesaid of the said railway, describing the nature and quality of the works and setting out fully the general details of the construction of the same as regards earthworks, bridges, ballast, permanent way, stations, buildings, and all other matters and things of a permanent character, so as to show in every particular the standard up to which the works have been constructed, together with plans and working drawings of the same and also an account showing the amount of capital moneys expended thereon. Such specification, plans, working drawings, and account, herein after called documents, when approved by the Secretary of State shall be signed by the Consulting Engineer of the Government of India or other officer or officers duly authorised in that behalf to act on behalf of the Secretary of State, and by the agent of the Company or other officer duly empowered to act on behalf of the Company, and shall be retained by the Secretary of State. The said specification, plans, and account shall from time to time be revised and completed up to date as occasion shall require.

15. As soon as may be after the said documents have been so approved and signed as aforesaid, such part of the said railway as the said specification, plans, and account, respectively referred to shall be made over by the Company to the Secretary of State, to the intent that the same may be opened for public traffic and may be worked in the manner hereinafter mentioned. The Secretary of State shall accept such part of the said railway as shall for the time being be so made over as aforesaid, and shall forthwith open the same for public traffic.

Maintenance and Working.

16. The Secretary of State shall thenceforth, until the determination of this contract, work and maintain the said railway or such part thereof as shall for the time being have been so opened and shall provide and maintain all necessary rolling stock for the efficient working of the said railway on the terms and subject to the provisions hereinafter contained.

17. All the business connected with the management and maintenance of the said railway and conducting the traffic thereon shall in all respects as far as practicable be carried on in the same manner and subject to the same regulations and control by the Secretary of State as the like business on the North Western State Railway, and the Company shall not interfere with such business; and particularly the Secretary of State shall have power from time to time—

(*a*) To allow the use of any of the stations belonging to the said railway for the accommodation of the traffic of any other railway upon the payment of reasonable tolls and under reasonable conditions and restrictions, and also upon reasonable terms make such alterations and additions as may in the opinion of the Secretary of State be necessary or convenient for the purposes of such accommodation.

(*b*) To allow the use of the undertaking or any part or parts thereof for the passage of engines and trains from or to other railways of the same gauge upon the payment of reasonable tolls and under reasonable conditions and restrictions.

(*c*) To make reasonable arrangements for the interchange of traffic and rolling stock and for through booking between the said railway or any part thereof and other railways.

Provided always, that the agent of the Company in India, or some duly qualified person to be appointed by him, shall be at liberty to travel on the line from time to time on a free pass for the purpose of inspecting the working thereof and obtaining information in regard thereto.

18. The rates and fares for the carriage of goods and passengers over the said railway or any portion thereof shall be such as may from time to time be fixed by the Secretary of State, and the classification of goods thereon shall be in conformity with that from time to time in force on the North Western State Railway: Provided—

(1) That the rates and fares shall be within the maximum and minimum rates and fares for the time being in force on the North Western State Railway, and that the same terminals shall be charged for different descriptions of goods as on the North Western State Railway; and

(2) The rates and arrangements in force on State Railways in the matter of services rendered to the Postal Department, to the military, police, and other departments of State, and to high government officials, shall be applicable to the said railway; and

(3) The rates and fares for the carriage of goods and passengers will be on the mileage of the shortest route, and when shared will be shared proportionately on the respective mileages, making up the mileage of the shortest route; and

(4) The Patiala State Railway will be deemed to be a part of the North Western State Railway in determining the shortest route, and all traffic originating or terminating on the Patiala State Railway and passing from or to that line will be booked by the shortest route; and

(5) The North Western State Railway may work all goods traffic by any route at its discretion, but this shall not affect the distribution of gross earnings between the North Western State Railway and the said railway.

(6) The Company shall be entitled to its proportional mileage rate on all traffic interchanged between the North Western State Railway system (including what is included under that term in clause (1) hereof) and foreign lines (including what is included under that term in the said clause) in every case in which any part of the said railway forms part of the shortest route for such traffic, on the assumption that the same has gone by such shortest route by whatever route the same may in fact be sent.

19. If the Company shall, with the approval of the Secretary of State, provide on any of the bridges forming part of the said railway, roadways for foot passengers, cattle, or carts, or other vehicles, the Secretary of State shall be at liberty to charge tolls on the traffic over such roadways according to tariffs to be settled by the Secretary of State.

20. The Company shall at its own expense for the period of 12 months after the opening of any part of the said railway for public traffic maintain and keep the part so open in good repair and in good order and condition to the satisfaction of the Secretary of State. And subject to and without in any way limiting the liability of the Company under the preceding part of this clause the Company shall during such time as the said railway or any part thereof shall be worked by the Secretary of State be liable to provide funds for making good all damage to the said railway and works which shall be due to extraordinary casualty affecting the same, and of such a nature that in accordance with the customary practice on Indian railways the cost of making good such damage would be made a charge against capital. Provided that if in any such case the Secretary of State or the Company shall not agree as to the liability of the Company under this part of this clause, the Secretary of State will cause the matter in question to be referred to arbitration under the provision for arbitration lastly hereinafter contained, and so far as it shall be decided on such arbitration that any charge should be excluded from working expenses it shall be borne by the Company, and be charged to the capital account of the said railway and such decision shall be binding on the Company.

Alterations, Improvements, and Additions.

21. The Secretary of State may from time to time give notice in writing to the Company of any reasonable alteration, improvement, or addition which may in his opinion be required to be made in or to any part of the said railway, or any of the stations or works belonging thereto either for the protection and security of the works and stations, the safety of the passengers, or of the public, or for meeting the development of traffic on or for the effectual working of the said railway or otherwise, including any junction which the Secretary of State may at any time consider desirable between the said railway and any other railway other than the junctions herein expressly provided for, and which is of such a nature that in accordance with the customary practice on Indian railways the cost of the execution thereof would be made a charge against capital. Such notice shall specify the alteration, improvement, or addition required, and shall also in general terms describe the works to be executed for the purpose of effecting the same, and state approximately what such works are expected to cost. The Secretary of State shall provide free of cost to the Company, any land that may be requisite for the purposes of the said works. Any land provided under the provisions of this section shall be subject as nearly as may be to the stipulations and provisions to which it would have been subject under this Contract if it had been land provided by the Secretary of State for the original construction of the said railway or of works necessary or proper for the purposes thereof, and the said works when executed shall be deemed to be works belonging to the said railway and the Company, and the Secretary of State shall, subject to the provisions hereinafter contained respectively be in the like relative positions in respect to the approval of the designs and construction of such works as they respectively would have been in if the said works had been part of the original works belonging to the said railway. On receiving any notice under this clause, the Company shall with all reasonable speed, but subject to the proviso hereinafter contained, execute the said works, or if such notice be given after the opening of the railway for public traffic shall provide the Secretary of State with all the moneys required for the execution and completion thereof, and if and so often as the Company shall fail or neglect to execute any works which under this clause they are liable to execute, or shall fail or neglect to supply the funds as required for any such works for which under this clause they are liable to make provision, the Secretary of State shall be at liberty himself to provide all or any of the moneys required for the said works and to expend the same in the execution of the said works, and the Company shall, from time to time, on

demand, pay to the Secretary of State or into such Government Treasury in India as he shall from time to time appoint for the purpose a sum equal to the amount which the Secretary of State shall from time to time have expended in manner aforesaid as stated by him. Provided always, that in case the Company shall object to the estimated cost of or to the reasonableness of any work required by the Secretary of State to be done under the provisions of this clause for meeting the development of traffic, or for any reason other than the safety of passengers or of the public, or the effectual working of the railway in the manner above provided, and the Secretary of State shall not agree with the Company as to the cost of such work as aforesaid, or shall not withdraw his notice to do the work, the matter in difference shall be referred to arbitration under the provisions of the last clause hereof; and the works shall not be proceeded with, nor shall the Company be bound to provide the funds therefor, until an award on such reference is made, fixing the costs of such works, or upholding the reasonableness of the requirement of the Secretary of State, as the case may be. The cost of all such works as aforesaid and of such reference (if any) shall be charged to the capital account of the Company.

Application of Gross Earnings.

22. Out of the gross earnings to be derived from working the said railway or any part thereof, the Secretary of State shall in each half year retain 52 per cent., which shall be in full satisfaction and remuneration for the use of all necessary rolling stock and machinery (other than fixed machinery on the said railway), and for working, managing, and fully and efficiently maintaining, renewing, and upholding the said railway and railway stations, station-yards, sidings, crossing-places, bridges, viaducts, offices, warehouses, houses for employés, fixed machinery, tools and plant, office furniture, and equipment and conveniences and works, and the remainder of such gross earnings for each half year shall be the net earnings of the Company for the said half year, and such net earnings shall be applied in manner hereinafter provided.

Rebate.

23. The Secretary of State shall allow to the Company in respect of each half year commencing with that in which the said railway or any part thereof is first opened for traffic, by way of rebate, on the net earnings of the North Western State Railway derived from the proper share attributable to the railway of the traffic interchanged between the said railway and the North Western State Railway, and from all traffic originating and terminating at stations of the North Western State Railway (including the stations at Delhi and Samasata, respectively, but not including stations of the Patiala State Railway, as shall be sent over the said railway by the North Western State Railway in exercise of the power conferred upon or reserved to it by sub-clause (5) of clause 18 of this Contract, a sum not exceeding in any half year the net earnings of the North Western State Railway from the traffic above specified, and to such extent only as shall together with the net earnings of the Company, make up an amount equal to interest for the year at a rate of 3½ per cent. on the actual expenditure charged in the capital account. Provided always, that for the purpose of calculating the net earnings of the North Western State Railway from the traffic above specified, it shall be assumed that the net earnings from such traffic bear the same proportion to the gross earnings therefrom as the net earnings of the North Western State Railway system for the time being bear to the gross earnings of that system. The payments under this clause shall be calculated at the close of each calendar year, but payments on account and subject to adjustment may be made at the close of the first-half of each year. The Company's net earnings for each half year, together with such rebate as aforesaid, if any, shall constitute the Company's net receipts for such half year, and such net receipts shall be applied in manner hereinafter provided.

Application of Net Receipts.

24. If the Company's net receipts for any year do not exceed in the whole a sum equal to interest for the year at a rate of 3½ per cent. per annum on the total expenditure of the Company in sterling, the Company shall be entitled to the whole of such net receipts; but if such receipts for the year do exceed such a sum as aforesaid, the Company shall be entitled out of such receipts to such a sum as aforesaid, and the surplus thereof shall be divisible equally at the close of each year between the Company and the Secretary of State, but payments to the Company on account of its share of such receipts and subject to adjustment may be made at the close of the first-half of each year.

Provided always, that the Secretary of State shall be at liberty to apply any moneys payable to the Company under this clause to any of the purposes for which the Company are under this Contract bound to provide the funds, and also to deduct from any such moneys all moneys (if any) which shall for the time being be owing to the Secretary of State by the Company under this Contract, or which the Company ought to have paid but shall have failed to pay into any Government Treasury in India.

Capital Expenditure.

25. Except as herein provided, no capital expenditure by the Company shall be allowed as between the Secretary of State and the Company, unless the prior sanction of the Secretary of State shall have been obtained thereto.

26. The final location of the line and all works which the Secretary of State has caused to be executed with the view of facilitating and expediting the construction of the projected railway or some part or parts thereof, and also all plant or machinery which he may have provided in relation to the construction of the projected railway or any part or parts thereof not including the surveys, plans, estimates, or information referred to in the proviso to clause 6, shall be made over to the Company, and the cost of the said final location, works, plant and machinery, as stated by the Secretary of State, shall be paid to him by the Company, and any now existing obligations or liabilities of the Secretary of State under contracts for the execution of works previously mentioned in this section shall be discharged by the Company, and such payment shall be charged to capital.

27. The Company may charge as capital expenditure of the said railway the sum of 71,000*l.* on account of the cost of all preliminary surveys and estimates, and other expenses undertaken on behalf of the Company for the purpose of the said railway prior to the registration of the Company, inclusive of the cost of and incidental to the formation and registration of the Company, and inclusive of procuring the subscription of its share capital. The provisions of this clause shall not apply to the matters mentioned in the last preceding clause.

28. The Company (so far as it is authorised so to do by its constitution, and subject to the provisions of the Indian Railways Act, 1894) may, during a period expiring on the 31st day of December 1898, or during a period which shall extend to the close of the half year next after the half year during which the said railway shall be actually completed and opened for traffic, whichever of such periods shall be the shorter, pay out of capital any sums by way of interest on the amounts from time to time *bonâ fide* paid up on the issued share capital of the Company, not amounting, together with the net receipts of the Company to which the Company is entitled under the 24th clause of this Contract for the period in respect of which such interest is paid, to more than 3½ per cent. per annum on the sums in respect of which the interest is paid, and may also during the period aforesaid, if and so far as may be necessary, pay out of capital interest on any debentures issued by the Company with the sanction of the Secretary of State for the time being outstanding. All moneys paid out of capital under this clause may be charged to capital account as part of the original cost of construction.

Restriction on raising of new capital.

29. The Company shall not, during the continuance of this Contract, without the sanction in writing of the Secretary of State first obtained, at any time increase its share or stock capital or borrow any moneys; but this stipulation shall not necessitate the sanction of the Secretary of State to the borrowing of money at a reasonable rate of interest for *bonâ fide* temporary purposes.

Accounts.

30. The Secretary of State shall keep or require to be kept in rupee currency in India a distinct and separate account of the gross earnings derived by him from the working of the said railway, or of such part or parts thereof as shall for the time being be open for public traffic. Such account shall be made up half yearly to the 30th day of June and the 31st day of December in each year, and a summary thereof shall be rendered to the Company in India within three months after such half yearly days respectively.

31. The Secretary of State shall keep or require to be kept in India all such subsidiary accounts and vouchers as shall be proper and sufficient for the preparation and verification of the account aforesaid; and the said accounts and vouchers shall be open at all reasonable times to inspection and transcription by some person or persons to be authorised by the Company in that behalf and approved by the Secretary of State and at

the expense of the Company. The Secretary of State shall afford or require to be afforded to such person or persons all proper and sufficient facilities for such inspection and transcription and shall on the reasonable requirement of the Company and at the expense of the Company (provided such requirement be notified in writing to the Secretary of State within 60 days after the receipt by the Company of the summary aforesaid for any half year) duly verify or require to be verified the accounts for such half year. If after such verification the Company shall require any alteration to be made in any such account or summary, and if the Secretary of State shall not consent to the proposed alteration, the matter in difference shall be referred to arbitration under the proviso for arbitration hereinafter contained.

32. Every summary of account with respect to which, or to the accounts on which it is based, no such written requirement of verification as aforesaid shall have been delivered to the Secretary of State within the 60 days after the receipt by the Company of the said summary aforesaid, shall be deemed to be conclusively settled between and shall be binding upon the parties, except that if and whenever any error shall be discovered in any such summary or account, such error shall be rectified and allowed for in the account for the half year in which the error shall be discovered or for any subsequent half year.

33. The Company shall keep a capital account in Indian currency in the form required by the Secretary of State to be kept by the Indian railway companies working railways under the supervision of the Secretary of State, and the Company shall at its own cost render the capital account kept by it under this clause to the Secretary of State at such times as he shall from time to time require.

34. In the capital account shall be entered all such of the expenditure and receipts by or on behalf of the Company in respect to its general undertaking contemplated by this Contract as are properly attributable to capital. All payments made by the Company in England, and which ought to be entered in the said capital account, shall, for the purpose of such entry, be converted into Indian currency at the rate of exchange current at the time at which the payments are severally made.

35. In connection with the said capital account there shall be kept all such subsidiary accounts in the form required by the Secretary of State as are from time to time kept by the Indian railway companies working railways under the supervision of the Secretary of State.

36. In any case where any question may or might arise as to whether any expenditure in connection with the said railway is to be treated in the whole or in part as a charge on capital or how the same is to be dealt with, the question shall be determined on the general principle that capital, besides bearing the cost of the original construction and completion of the said railway and the stations, station-yards, sidings, crossing-places, bridges, viaducts, offices, warehouses, houses for employés, fixed machinery, conveniences, and works belonging thereto, and of the original equipment of the said railway and its appurtenances with plant and fixed machinery, and of the maintenance of every part of the said railway for the period of 12 months after the opening of such part for public traffic, is to bear the cost of new works, of additional plant and fixed machinery, and of substantial improvements of and additions to old works, plant and fixed machinery provided in pursuance of any requirement by the Secretary of State under the 21st clause of this Contract, and shall be debited with all moneys expended by way of making good any damages pursuant to the 20th clause of this Contract, and that the cost of repairs, restorations, renewals, and replacements as to such parts of the said railway as shall have been opened for public traffic for a longer period than 12 months is to be met by the Secretary of State.

Audit.

37. The accounts of the Company in relation to its expenditure and receipts, and of the expenditure of the Secretary of State on account of the Company, whether in India, England, and elsewhere, on capital account, shall from time to time be audited on behalf of the Secretary of State (if he shall so require) as well as on behalf of the Company, and the Company shall produce to the auditors or auditor all vouchers, books, accounts, papers, and documents of the Company necessary for the purpose of audit, and afford to them or him all facilities requisite for the performance of their or his duties. Any correction made on the accounts by any person or persons who shall be acting as joint auditors or joint auditor on behalf both of the Company and of the Secretary of State shall be conclusive. If, consequent on the audit of any auditor acting exclusively

on behalf of the Secretary of State, the Secretary of State shall require alterations to be made in the accounts, and the Company shall object to the alterations, the matter in difference shall be referred to arbitration under the proviso for arbitration hereinafter contained. The necessary costs of the audit shall be defrayed by the Company, and included in the capital account.

Miscellaneous.

38. The Company shall not at any time during the continuance of this Contract without the sanction in writing of the Secretary of State first obtained, engage in, or carry on, or apply capital to any business other than the business provided by this Contract to be carried on by the Company, and business incidental or subsidiary thereto, or participate or co-operate with any person, company, or corporation in carrying on any business other than as aforesaid.

39. The Secretary of State shall promote the passing by the Legislature in India of any Act or Acts which may be required to enable the Company to carry into effect this Contract.

40. No claim shall be made upon the Secretary of State by the Company for compensation in respect of the prejudicial effect upon the said railway, or the profits of the said railway, of any Act of the Indian Legislature of general applicability for the time being in force, and the Company and its undertaking shall be subject to the provisions of every such Act as last aforesaid.

41. Any notice, determination, decision, direction, requirement, requisition, demand, appointment, certificate, expression of opinion, approval, or sanction to be given or signified on the part of the Secretary of State for any of the purposes of or in relation to this Contract, or any of the powers or provisions herein contained, shall be sufficient and binding if in writing signed by the Secretary of State, or one of his Under-Secretaries, or by a Secretary of the Government of India, or by any other officer or servant authorised to act on behalf of the Secretary of State in respect of the matters to which the same shall relate, and the Secretary of State shall not in any case be bound in respect of any of the matters aforesaid unless by some writing signed in the manner before mentioned in this clause.

42. The registered office of the Company shall at all times during the continuance of this Contract be situated in London ; but the Company shall at all times during the continuance of this Contract keep an office established at some place in India, to be determined from time to time by the Secretary of State, and keep at the said office in India an authorised agent or committee of agency with whom the Secretary of State and the Government of India or other officer or officers deputed in that behalf may communicate on affairs concerning this Contract and the duties and liabilities of the parties hereto under this Contract, and to whom the Secretary of State and Government of India and such officer or officers as last aforesaid may pay moneys for the use or on behalf of the Company, and all drafts drawn and receipts given by the said agent or committee of agency or under his or their authority on behalf of the Company in relation to this contract, or to any payments made or matter arising under or out or by virtue of this Contract shall be binding on the Company, and every notice to be given to the Company, save the several notices mentioned in the next following clause shall be sufficiently given if left at the said office in India or personally served on the said agent or any member of the said committee of agency.

Determination of Contract and matters consequent thereon.

43. The Secretary of State may determine this Contract in manner hereinafter mentioned (that is to say) :—

(1) If the said railway shall not be constructed in accordance with the provisions of this Contract and completed and ready and fit for opening for public traffic throughout by the 31st day of December 1898, then and at any time after that day, unless the Secretary of State shall be satisfied that there has been no neglect or default of the Company, and before the line is open for traffic throughout, the Secretary of State, notwithstanding any grants of further time, or any negotiations between the Secretary of State and the Company may determine this Contract by giving to the Company in England notice in writing of such determination (which notice is herein referred to as "notice of determination").

(2) The Secretary of State may by giving to the Company in England not less than 12 months' previous notice in writing (which notice is herein referred to as "notice of purchase") determine this Contract (if then subsisting) either on the 31st day of December 1919, or on the 31st day of December in the last year of any subsequent period of ten years, or on the 31st day of December 1948.

And it is hereby agreed and declared that at the time at which this Contract shall terminate, as hereinbefore provided, the Company without acquiring or having the right to any compensation or payment from the Secretary of State in respect thereof, except as hereinafter specially provided, shall relinquish and give up to the Secretary of State possession of all land of which he shall have allowed the Company to have possession under or for any of the purposes of this Contract (so far as not then already restored to the Secretary of State), together with all the stations, station-yards, sidings, crossing-places, bridges, viaducts, offices, warehouses, houses for employés, fixed machinery, conveniences, works, bridges, rails, fixtures, and plant then erected or being on the land, to be relinquished and given up under this clause or in anywise belonging to the said railway or any part thereof, and the then existing stock (if any) of stores belonging to the Company and appropriated, whether for the purposes of construction or otherwise, to the said Railway or to any of the adjuncts thereof or to any part of the equipment thereof, and shall also deliver to the Secretary of State all plans, books, surveys, sections, printings, writings, and documents whatsoever in anywise connected with, or with the construction of, the said railway or any part thereof, or any of the works or adjuncts thereof inclusive as aforesaid. All the particulars mentioned in this clause shall at the time when the Secretary of State shall under this clause become entitled to the delivery thereof, so far as not then already belonging to him, become his absolute property, free both as between the Secretary of State and the Company, and as between the Secretary of State and the incumbrancers (if any), from all incumbrances whatsoever created by the Company, it being the intention of the parties hereto that the Secretary of State shall not be affected by any charge or incumbrance of any kind created by the Company on any real or personal property which during the continuance of this Contract shall be in the possession of the Company, whether belonging to the Secretary of State or to the Company. The rights of either party to this Contract as against the other party hereto in respect of the previous breach of any covenant herein contained shall continue to subsist notwithstanding the termination of this Contract in any manner whatsoever, and such termination shall not affect the right of either party hereto to require the payment of any unpaid money which under the provisions of the Contract shall have become actually payable to or on behalf of such party by the other party hereto.

44. If this Contract shall be determined by notice of determination, the Secretary of State shall, except as hereinafter provided, within four calendar months from the time of such determination pay to the Company in England out of the revenues of India in sterling the equivalent at the then current rate of exchange of the fair value of the said railway and works, so far as the same shall then have been constructed, and of all rails, fastenings, sleepers, fixed machinery, plant, and stores which shall be relinquished, given up, or delivered by the Company to the Secretary of State under the 43rd clause of this Contract. The fair value of property for the purposes of this clause shall, in case of difference between the Secretary of State and the Company, be ascertained by arbitration under the proviso for arbitration in that behalf hereinafter contained, and shall be calculated without reference to expectations of future profits to be derived from working the said railway.

45. If this Contract shall be determined by notice of purchase, the Secretary of State shall, except as hereinafter provided, within four calendar months, from the time at which his Contract shall so be determined, pay to the Company in England out of the revenues of India in sterling the following sums; that is to say: (1) if this Contract shall be determined by notice of purchase on the 31st day of December 1919, or at the expiration of any subsequent period of ten years, a sum equal to 25 years' purchase of the average of the Company's share of the net earnings of the said railway during the last preceding five years: Provided always, that such sum shall not exceed by more than 20 per cent. the total capital expenditure of the Company in sterling as expended on the said railway with the sanction of the Government, and shall in no case be less than such total capital expenditure in sterling so expended as aforesaid; (2) if this Contract shall be determined by notice of purchase on the 31st day of December 1948, then the total amount of such capital expenditure so expended as aforesaid in sterling.

46. The Secretary of State shall, after making due allowance for any sum remaining in his hands unexpended from the moneys received by him on account of the Company, be at liberty to deduct any amount that may be owing by the Company to him at the time when this Contract shall terminate from any moneys which but for this proviso would be payable by him to the Company under the provisions of clause 44 or clause 45.

47. The clear balance of money payable by the Secretary of State to the Company under the 44th or the 45th clause of this Contract shall carry interest in favour of the Company at the rate of 3 per cent. per annum, to be computed from the time when this Contract shall terminate down to the time of payment or tender of such clear balance by or on behalf of the Secretary of State to the Company. And the Secretary of State shall pay to the Company in England out of the revenues of India any interest accrued under this clause in favour of the Company with the capital money in respect of which the interest shall have become payable.

Arbitration.

48. If any dispute, question, or controversy shall at any time arise between the Secretary of State and the Company touching this Contract, or any clause or thing herein contained, or the construction hereof, or any matter connected with this Contract, or the operation of the same, or the rights, duties, or liabilities of either party in relation to the premises, then and in every such case the matter in difference shall be referred to two arbitrators or their umpire pursuant to the Arbitration Act, 1889, or any statutory modification or re-enactment thereof for the time being in force.

APPENDIX N.

This Indenture, made the 19th day of December 1895, BETWEEN THE SECRETARY OF STATE IN COUNCIL OF INDIA (hereinafter called "the Secretary of State") of the one part, and the DELHI-UMBALLA-KALKA RAILWAY COMPANY, LIMITED, hereinafter called "the Company," of the other part (being supplemental to an Indenture made between the same parties on and bearing date the 12th day of February 1889, hereinafter called "the principal Contract").

WHEREAS by clause 20 of the principal Contract it is amongst other things agreed that out of the gross receipts to be derived from the working of the railway therein referred to, or any part or parts thereof, the Secretary of State shall in each half-year retain 50 per cent., which shall be in full satisfaction and remuneration for the use of all necessary rolling-stock and machinery (other than fixed machinery), and for working, managing, and (except as thereinafter otherwise provided) fully and efficiently maintaining, renewing and upholding the said railway and railway stations, station-yards, sidings, crossing-places, bridges, viaducts, offices, warehouses, houses for employés, fixed machinery, conveniences and works, and the remaining 50 per cent. of such gross receipts for each half-year shall, subject to the deduction of any income-tax payable in respect thereof to the Government of India, be paid over by the Secretary of State to the Company in India in rupees upon rendering to the Company the summary therein mentioned.

AND WHEREAS the Company have applied to the Secretary of State to modify the principal Contract as hereinafter stated, and the Secretary of State has consented to do so.

NOW THIS INDENTURE WITNESSETH, and it is hereby agreed and declared as follows:—

That the Secretary of State shall, as from the 1st January 1893, retain out of the gross receipts aforesaid in each half year 48 per cent., instead of 50 per cent. as in the recited clause of the principal Contract mentioned, and the remaining 52 per cent., instead of 50 per cent., of such gross receipts for each half year shall, subject to the deduction therein mentioned, be paid over to the Company in India, and the principal Contract shall be read and take effect with this modification. Provided always, that such additional 2 per cent. per annum shall not be deemed to be included in the yearly profit derived by the Company, for the purpose of ascertaining the amount payable to the Company on the termination of the principal Contract under clause 43 thereof.

APPENDIX O.

This Indenture made the thirteenth day of March 1896, between the SECRETARY OF STATE IN COUNCIL OF INDIA of the one part, and the AHMEDABAD-PARANTEJ RAILWAY COMPANY, LIMITED, of the other part.

WITNESSETH, and it is hereby agreed and declared as follows :—

Interpretation of Terms.

1. In this Contract—

The expression "the Secretary of State" means the Secretary of State in Council of India.

The expression "the Company" means the Company party to these presents.

The expression "the said railway" means and includes the railway mentioned in the third clause of this Contract together with all the appurtenances thereof.

The expression "the working agency" means any State agency or other agency by which the said railway may for the time being be worked on behalf of the Secretary of State under the provision in that behalf hereinafter contained.

The expression "gross earnings" means and includes the gross earnings to be derived from the working of the said railway and also the rents of any buildings belonging to the said railway and occupied by servants of the said railway or of the working agency which may be charged to the occupiers of such buildings under the rules in relation thereto for the time being in force on the railway of the working agency, and tolls on bridges and other sources of income which are treated as revenue on Indian Railways generally, but does not include book entries for the carriage of stores to be used in the maintenance, or working of the said railway, or for services rendered and work done in relation thereto respectively, and for which no cash payment is made, nor any sum allowed by way of rebate under clause 28 hereof.

The expressions "net earnings" and "net receipts" have the meanings attributed to them respectively in clauses 27 and 28 hereof.

The expression "months" means calendar months.

Duration of Contract.

2. This Contract shall continue in force until it shall be determined under any provision hereinafter contained in that behalf.

Construction of Railway.

3. The Company shall, in the manner hereinafter provided, supply to the Secretary of State the funds required to enable him to construct, complete and make ready and fit for opening for public traffic throughout on a route to be selected and determined by the Secretary of State, a railway from outside the eastern fence of the Bombay, Baroda and Central India Railway Station at Ahmedabad to Parantej, and, if the proviso to this clause is acted upon, extending thence to Ahmednagar and (if the Udaipore State shall consent thereto) to Udaipore, with all such stations, station yards, sidings, crossing places, bridges, viaducts, offices, warehouses, houses for employés, fixed machinery, tools and plant, office furniture and equipment, conveniences, and works as shall be necessary or proper for the purposes of the said railway either as regards the due working of the same, or as regards the permanence of the same, and the protection of the same from destruction or injury by inundation, tempest, or otherwise: Provided always, that the Company may at any time give notice in writing to the Secretary of State of their desire that the said rail-

way should be extended to Ahmednagar or Udaipore, or to both those places, subject as regards Udaipore to such consent as aforesaid, and after the receipt of such notice, and if the Company shall supply to the Secretary of State in manner to be directed by him the funds necessary for such extension, the extension referred to in such notice shall be deemed to be part of the said railway. But the Secretary of State may at any time give notice in writing to the Company calling upon it to make its election for or against such extension, and if the Company shall not within 12 months after the receipt of such notice give notice in writing to the Secretary of State of their desire to make such extension, it shall be deemed to have elected not to make it, and it shall thereafter have no claim to make it.

4. The Secretary of State shall from time to time provide free of cost to the Company the land in British territory which he shall consider requisite for the construction of the said railway and for the stations, station yards, sidings, crossing places, bridges, viaducts, offices, warehouses, houses for employés, conveniences, and works necessary or proper for the purposes of the said railway, as well as for quarrying, ballast, brickfields, and kindred purposes and shall allow the Company, or the working agency for the time being, to have possession during the continuance of this Contract of the land so provided. The Company shall from time to time, with the sanction of the Secretary of State, as soon as practicable, relinquish to the Secretary of State such of the land of which the Company shall have been allowed possession under this Contract as shall for the time being have become unnecessary to be retained by the Company for any of the purposes of this Contract. And as often as in the opinion of the Secretary of State, it shall appear to be unnecessary that the Company shall retain possession of any particular land of which the Company shall have been allowed possession under this Contract, the Secretary of State shall certify such his opinion to the Company. Upon receipt of such certificate, or so soon thereafter as may be, the Company shall state in writing whether it acquiesces in the opinion of the Secretary of State or whether it objects thereto, and, if so, the grounds of its objection. If no objection is stated by the Company, or the grounds of its objection (if any) are not in the opinion of the Secretary of State sufficient, the Company shall, upon the requisition of the Secretary of State, forthwith relinquish to him the land in question.

5. The Secretary of State will use his influence to acquire for the Company from any Native State, through whose territories the said railway shall be carried, similar grants of land in their respective territories which the Secretary of State shall consider necessary or proper for the purposes of the said railway or any extension thereof; and the provisions of the preceding clause shall as far as possible extend to any land so granted.

6. The said railway shall be a single line of the metre gauge, and shall, as regards permanent way, station accommodation, and general structural character, be equal in all respects to the standard of the Rajputana Malwa Railway, except that the steel rails need not exceed 41¼lbs. to the yard so that it may be worked by the rolling stock in use on that railway, and so that it shall not require special or undue maintenance. Surveys, designs, specifications, and estimates in relation to the construction or execution of the said railway and stations, and other works, shall so far as the same shall be required by the Secretary of State, be furnished by the Company to the Secretary of State, and shall be subject to his approval.

Provided always, that the Company shall have free access to all surveys, plans, estimates, or information prepared or obtained by the Secretary of State for facilitating the construction of the said railway, but the Secretary of State will accept no responsibility for the accuracy of any such surveys, plans, estimates, or information.

7. For the more convenient and economical construction of the said railway, the execution thereof will be undertaken by the Secretary of State through such agency as he shall appoint, but at the entire cost and risk of the Company, and so that under no circumstances shall any charge be placed on him by reason of this arrangement, directly or indirectly. The works shall be carried out in accordance with designs and specifications to be approved by the Secretary of State, and under the inspection and supervision of engineers to be appointed or approved by him for that purpose in India. The Company shall forthwith from time to time, and as required by the Secretary of State, supply him in India, under clause 29 hereof, with the funds necessary for carrying out the works as well for the cost of materials and labour, as for such remuneration (if any) as the Secretary of State may sanction to the officers and servants of the agency exclusively employed in or about the said construction, and other charges of whatever description.

To meet the expense of supervision, an amount equal to 4 per cent. on the Capital outlay on the construction of the said railway and works exclusive of the prime cost, freight and insurance, and railway carriage of the permanent way and sleepers for the said railway shall be paid by the Company to the Secretary of State. The Company shall also pay a commission of 2½ per cent. on all stores purchased for the said railway and works in England or India by the Secretary of State or the working agency; but if the arrangements for shipping stores purchased in England shall be entrusted to any agency other than the working agency, by arrangement with the Secretary of State or the working agency, the Secretary of State or the working agency shall pay to such other agency the balance of such commission which shall remain after deducting actual disbursements made in connection with the preparation of specifications for and the supply, inspection, and approval of such stores.

8. All the expenditure by the Secretary of State on account of the construction of the said railway, or in connection therewith, as approved and sanctioned by the Secretary of State and certified under his authority, shall be accepted by the Company as conclusive, and shall not be liable to question in any particular.

9. The Company shall from time to time furnish the Secretary of State with full particulars of all expenditure incurred by them on account of the said railway under this Contract and any other information that he may require in respect of transactions relating to the said railway.

10. The Secretary of State shall from time to time furnish or cause to be furnished to the Company statements of the sums required from time to time by him or the working agency, and also complete accounts of the expenditure for the construction of the said railway incurred by him on behalf of the Company, together with suitable reports as to the progress and condition of the works.

11. The works, buildings, sidings, and conveniences from time to time required within the boundaries of the Bombay, Baroda and Central India Railway for the purpose of effecting a junction between the said railway and the Rajputana Malwa Railway at Ahmedabad Station, as approved by the Secretary of State, shall be provided by or under the direction of the Secretary of State and free of cost to the Company. No charge or toll shall be made or levied upon or from the said railway or any persons or Company working the same in respect of the use of the land, lines, platforms, buildings, or other conveniences at the said station in excess of the sum to be retained from the gross earnings of the said railway under clause 27 of these presents.

12. The Secretary of State shall from time to time notify to the Company the route of the said railway so far as such route shall from time to time have been determined by him.

13. The Secretary of State shall have power to determine the situation and dimensions of all stations, station yards, offices, warehouses, houses for employés, conveniences and works to be constructed in connection with or as part of the said railway.

14. The Secretary of State will make such arrangements with the Railway Administrations concerned that the rates to be charged to the Company or the Secretary of State for the carriage over the Rajputana Malwa Railway and over the Bombay, Baroda and Central India Railway, of all materials, plant, and stores required for the construction of the said railway and the works connected therewith, shall be the same as are charged on those lines respectively for materials, plant, and stores used for similar purposes on those railways.

15. The Secretary of State will provide and maintain such a force of police as, with the approval of the Secretary of State, shall from time to time be required for the protection of so much of the said railway as shall for the time being be under construction. The cost of providing and maintaining such police shall be taken to be as from time to time stated by the Secretary of State, and shall be paid from time to time from the Capital funds of the Company to the Secretary of State on demand.

16. The Secretary of State may from time to time construct at his own cost such electric telegraph and telegraphic appliances as he shall think fit along or upon the said railway, or any part or parts thereof, or any land or works belonging thereto, and may maintain and work the same electric telegraphs and telegraphic appliances as he shall think fit and may erect, maintain, make, do, and execute on the said railway, or on any lands or works belonging thereto, all such buildings, machinery, works, acts and things as he shall consider necessary or proper in relation to the construction, maintenance, use and working of the said electric telegraphs and telegraphic appliances. The Secretary of

State shall be exclusively entitled to the possession of all buildings, machinery, works and appliances erected or brought by him under the powers conferred on him by this clause on the said railway, or on any land or works belonging thereto.

Opening of the Railway.

17. From time to time, when and so often as an Inspecting Officer acting on behalf of the Secretary of State shall have certified that the whole or any part of the said railway has been constructed in accordance with the provisions herein contained and is ready and fit for the conveyance of passengers and goods, there shall be prepared by some person duly empowered by the Company in that behalf, and at the expense of the Company, a specification of such whole or part as aforesaid of the said railway describing the nature and quality of the works and setting out fully the general details of the construction of the same as regards earthworks, bridges, ballast, permanent way, stations, buildings, and all other matters and things of a permanent character, so as to show in every particular the standard up to which the works have been constructed, together with plans and working drawings of the same; and also an account showing the amount of Capital moneys expended thereon. Such specification, plans, working drawings, and account, hereinafter called documents, when approved by the Secretary of State shall be signed by the Consulting Engineer of the Government of India or other officer or officers duly authorised in that behalf to act on behalf of the Secretary of State and by the Agent of the Company or other officer duly empowered to act on behalf of the Company, and shall be retained by the Secretary of State. The said specification, plans, and account shall from time to time be revised and completed up to date as occasion shall require.

18. As soon as may be after the said documents have been so approved and signed as aforesaid, such part of the said railway as the said specification, plans, and account respectively refer to shall be opened for public traffic, and may be worked in the manner hereinafter mentioned.

Maintenance and Working.

19. The Secretary of State shall thenceforth, until the determination of this Contract work and maintain the said railway or such part thereof as shall for the time being have been so opened, and shall provide and maintain all necessary rolling stock through State agency or through another agency to be selected by him in that behalf, on the terms and subject to the provisions hereinafter expressed.

20. The Secretary of State shall have full power to enter into any Contract or Agreement with any working agency for the working, maintenance and management of the said railway during the period aforesaid or during any part thereof or may carry out the same through State agency. Any such contract or agreement may be to the purport and effect of the contract or agreement set forth in the schedule hereto, with such additions, variations, or modifications (if any), subject always to the provisions of these presents, as the Secretary of State shall from time to time deem to be necessary or desirable. If and so long as the Secretary of State shall work the said railway or any part thereof through State agency the provisions set forth in the said Contract, so far as applicable and as the circumstances of the case will permit, and with such additions, variations, and modifications subject as aforesaid, as the Secretary of State shall deem to be necessary or desirable shall be observed by the State agency.

21. All the business connected with the management and maintenance of the said railway and conducting the traffic thereon, including police and telegraphs and telegraphic appliances, shall in all respects, as far as practicable, be carried on in the same manner and subject to the same regulations and control by the Secretary of State as the like business on the Rajputana Malwa Railway, and the Company shall not interfere or be concerned with such business.

22. The rates and fares for the carriage of goods and passengers over the said railway or any portion thereof, shall be such as may from time to time be arranged between the Secretary of State and the working agency, and the classification of goods thereon shall be in conformity with that from time to time in force on the Rajputana Malwa Railway, provided that the rates, fares, and terminals, if any, shall be within the maximum and minimum rates, fares, and terminals, if any, for the time being in force on the Rajputana Malwa Railway.

23. If the Company shall, with the approval of the Secretary of State, provide on any of the bridges forming part of the said railway, roadways for foot passengers, cattle,

or carts or other vehicles, the working agency shall be at liberty to charge tolls on the traffic over such roadways according to tariffs to be settled by the Secretary of State.

24. The Company shall, during such time as the said railway or any part thereof shall be worked by the Secretary of State or through any such agency as aforesaid, be liable to provide funds for making good all damage to the said railway and works which shall be due to extraordinary casualty affecting the same, of such a nature that, in accordance with the customary practice on Indian railways, the cost of making good such damage would be made a charge against capital: Provided that if in any case the Secretary of State and the Company shall not agree as to the liability of the Company under this clause, the Secretary of State will cause the matter in question to be referred to arbitration in accordance with clause 55 hereof, and so far as it shall be decided on such arbitration that any charge should be excluded from working expenses it shall be borne by the Company and be charged to the capital account of the said railway, and such decision shall be binding on the Company.

Alterations, Improvements and Additions.

25. The Secretary of State may from time to time give notice in writing to the Company and to the working agency on behalf of the Company, of any reasonable alteration, improvement or addition which may, in his opinion, be required to be made in or to any part of the said railway or any of the stations or works belonging thereto, either for the protection and security of the works and stations, the safety of passengers or of the public or for meeting the development of traffic on or for the effectual working of the said railway or otherwise and which is estimated to cost more than Rs. 1,000. Such notice shall specify the alteration, improvement or addition required and shall also in general terms describe the works to be executed for the purpose of effecting the same, and state approximately what such works are expected to cost. The Secretary of State shall provide, free of cost to the Company, any land that may be requisite for the purpose of the said works. Any land provided under the provisions of this section shall, as between the Secretary of State and the Company, be subject as nearly as may be to the stipulations and provisions to which it would have been subject under this Contract if it had been land provided by the Secretary of State for the original construction of the said railway, or of works necessary or proper for the purposes thereof, and the said works when executed shall be deemed to be works belonging to the said railway and the Company and the Secretary of State shall, subject to the provisions hereinafter contained, respectively be in the like relative positions in respect to the approval of the designs and construction of such works and the supply of funds to the Secretary of State as required by him for such construction as they respectively would have been in if the said works had been part of the original works belonging to the said railway. If on receiving any notice under this clause the Company shall fail or neglect to supply under clause 29 hereof the funds as required for any such works for which under this clause they are liable to make provision the Secretary of State shall be at liberty by himself or through the working agency to provide all or any of the moneys required for the said works and to expend the same in the execution of such works and the Company shall from time to time on demand pay to the Secretary of State, or into such Government Treasury in India as he shall from time to time appoint for the purpose, a sum equal to the amount which the Secretary of State shall from time to time have expended in manner aforesaid as stated by him. Provided always, that in case the Company shall object to the reasonableness of any work estimated to cost more than R10,000 required by the Secretary of State to be done under the provisions of this clause for meeting the development of traffic, or for any reason other than the safety of passengers or of the public, or the effectual working of the railway in the manner above provided, and the Secretary of State shall not withdraw his notice to do the work, the matter in difference shall be referred to arbitration under the proviso for arbitration hereinafter contained and the Company shall not be bound to provide the funds therefor until an award on such reference is made upholding the reasonableness of the requirement of the Secretary of State. The cost of such reference shall be borne in such manner as the arbitrators shall award, and if and so far as such cost shall be directed to be borne by the Company, the same shall be a charge against the capital of the Company.

26. The cost of works the execution of which shall be required under the preceding clause and shall be carried out by the working agency on behalf of the Company shall be dealt with as follows:—

(*a*) All such works costing more than Rs 1,000 shall be charged to the capital account of the Company.

(*b*) Petty works costing not more than Rs. 1,000 each shall be charged to revenue, and shall be met from the sum allowed to the working agency for the maintenance and working of the said railway: Provided always, that if for any half-year the aggregate expenditure on petty works thereon shall exceed 20 rupees per mile open, such excess shall be charged to the capital account of the said railway, and shall be met by the Company.

Application of Gross Earnings.

27. Out of the gross earnings to be derived from working the said railway, or any part thereof, the Secretary of State shall in each half-year retain such a percentage as is in the 23rd clause of the contract or agreement set forth in the schedule hereto provided to be paid over to the working agency therein referred to; or (if such contract shall not be entered into or shall be determined before the expiration or determination of this Contract), such a percentage as may be provided in any other contract or agreement which may be entered into under the 20th section of this Contract; or (if the said railway shall be worked and maintained through State agency) such a percentage as the Secretary of State shall consider just or reasonable, but such percentage not in any case to exceed for any half-year such a percentage of the gross earnings for that half year as shall be equivalent to the percentage of the working expenses in relation to gross earnings of the Rajputana Malwa Railway for the same half-year, and not to exceed in any year 50 per cent. of the gross earnings of the said railway for the same year; which percentage so retained shall be in full satisfaction and remuneration for the use of all necessary rolling stock and machinery (other than fixed machinery), and for working, managing and fully and efficiently maintaining, renewing, and upholding the said railway and railway stations, station yards, sidings, crossing places, bridges, viaducts, offices, warehouses, houses for employés, fixed machinery, tools and plant, office furniture and equipment, conveniences and works, and the remainder of such gross earnings for each half-year shall be the net earnings of the Company for the said half-year, and shall be paid by the Secretary of State to the Company, less any sum which may have been advanced by the Secretary of State in anticipation of the declaration of a dividend and on account thereof.

Provided always that the Secretary of State shall be at liberty to apply any moneys payable to the Company under this clause to any of the purposes for which the Company are under this Contract bound to provide the funds, in case there shall be no capital money in the Government Treasury at the time available, and also to deduct from any such moneys all moneys (if any), which shall for the time being be owing to the Secretary of State by the Company under this Contract and which the Company ought to have paid, but shall have failed to pay into any Government Treasury in India. All moneys so retained and applied or deducted to be afterwards recouped to the Company, out of capital as soon as the same can be raised.

Rebate.

28. The Secretary of State shall allow to the Company in respect of and at the end of each calendar year commencing at the close of the period during which interest shall be payable out of Capital under clause 34 hereof, by way of rebate such a sum not exceeding in any year 10 per cent. of the combined shares attributable to the Bombay, Baroda and Central India Railway and the Rajputana Malwa Railway, of the gross earnings from traffic except stores interchanged between the said last mentioned railways, or, either of them, and the said railway, as shall, together with the net earnings of the Company for the said year, make up an amount equal to interest for the year at a rate of 4 per cent. per annum on the actual expenditure charged in the capital account and shall also allow the sum of Rs. 5,000 for each year for or towards the office expenses and the expenses of management of the Company, and shall also pay all such legal expenses as may be properly incurred by the Company and approved by the Secretary of State or the Government of India and as are debitable to revenue. The payments under this clause shall be calculated at the close of each year, but payments on account and subject to adjustment may be made at the close of the first-half of each year. The Company's net earnings for each year, together with such rebate as aforesaid for such year, and the said annual sum of Rs. 5,000 and the other moneys payable to the Company under this clause shall constitute the Company's net receipts for such year.

Capital Expenditure.

29. The Company shall, within such period and by such instalments as the Secretary of State shall prescribe, pay into such Treasury in India as the Secretary of State shall prescribe an aggregate sum of 20 lakhs of rupees, or such less sum as the Secretary of State shall think sufficient, deducting therefrom the amount payable to the promoters for their commission and legal and other expenses, and also all other expenses referred to in clause 33, to be raised in shares or stock or by the issue of debentures or debenture stock as the original capital of the Company. The aggregate of the amounts payable respectively on application and allotment of the aforesaid sum of 20 lakhs of rupees, or such less sum as aforesaid, shall be at the rate of Rs. 100 per share of Rs. 500 and shall constitute the first of the said instalments.

30. All moneys which the agency to be appointed by the Secretary of State for the construction of the said railway or the Company shall, to the satisfaction of the Secretary of State, require to defray expenditure on behalf of the Company, under this Contract not exceeding in the aggregate the amount paid to the Secretary of State under clause 29, shall be supplied to the said agency or the Company by the Secretary of State in India, according to such arrangements as shall from time to time be made between the Secretary of State and the said agency.

31. Whenever the expenditure on account of the said railway properly chargeable to capital, shall exceed the said sum of 20 lakhs of rupees, and further moneys shall be required for the like expenditure or for the extensions referred to in clause 3, the Secretary of State may require the Company to raise such additional amount as shall be deemed by him necessary for the construction of the extensions to Ahmednagar or, subject to such consent as aforesaid, Udaipore under clause 3, or of such additional works as may be required under the provisions of clause 25 of this Contract.

32. Except as herein provided, no capital expenditure by the Company shall be allowed as between the Secretary of State and the Company unless the prior sanction of the Secretary of State shall have been obtained thereto.

33. The Company shall pay, as the Secretary of State shall require, such amount as shall be approved by the Secretary of State on account of the cost of all preliminary surveys and estimates and other expenses undertaken on behalf of the Company for the purposes of the said railway, before the date of the opening of the same for traffic throughout inclusive of the cost of and incidental to the formation and registration of the Company and may charge the same as capital expenditure of the said railway.

34. The Company (so far as authorised so to do by its constitution, and subject to the law for the time being in force in British India) may during a period which shall extend to the close of the half-year next after the half-year during which the said railway shall be actually completed and open for traffic, pay out of capital any sums by way of interest on the amounts from time to time *bond fide* paid up on the issued share capital of the Company not amounting, together with the net receipts of the Company for the period in respect of which such interest is paid, to more than 4 per cent. per annum on the sums in respect of which the interest is paid; and may also during the period aforesaid pay out of capital the sum of Rs. 5,000 per annum towards the office expenses and expenses of management of the Company. The moneys paid out of capital under this clause may be charged to capital account as part of the original cost of construction.

Restriction on raising of new Capital.

35. The Company shall not, during the continuance of this Contract, without the sanction in writing of the Secretary of State and of the working agency respectively, first obtained, at any time increase its share or stock capital, or borrow any moneys; but this stipulation shall not necessitate the sanction of the Secretary of State or of the working agency to the borrowing of money by the Company at a reasonable rate of interest for *bond fide* temporary purposes.

Accounts.

36. The Secretary of State shall keep or require to be kept in rupee currency in India a distinct and separate account of the gross earnings derived by him or by the working agency from the working of the said railway or of such part or parts thereof as shall for the time being be open for public traffic. Such account shall be made up half-yearly to the 30th day of June and the 31st day of December in each year, and a summary thereof shall be rendered to the Company in India. The Secretary of State

shall also within a reasonable time furnish to the Company a return of the approximate gross earnings for each week.

37. The Secretary of State shall keep or cause to be kept in India all such subsidiary accounts and vouchers as shall be proper and sufficient for the preparation and verification of the account aforesaid; and the said accounts and vouchers shall be open at all reasonable times to inspection and transcription by some person or persons to be authorised by the Company in that behalf and approved by the Secretary of State and at the expense of the Company. The Secretary of State shall afford or cause to be afforded to such person or persons all proper and sufficient facilities for such inspection and transcription, and shall on the reasonable requirement of the Company and at the expense of the Company (provided such requirement be notified in writing to the Secretary of State within 30 days after the receipt by the Company of the summary aforesaid for any half-year) duly verify or cause to be verified the accounts for such half-year. If after such verification the Company shall require any alteration to be made in any such account or summary, and if the Secretary of State shall not consent to the proposed alteration, the matter in difference shall be referred to arbitration under the proviso for arbitration hereinafter contained.

38. Every summary of account with respect to which, or to the accounts on which it is based, no such written requirement of verification as aforesaid shall have been delivered to the Secretary of State within the 30 days after the receipt by the Company of the said summary aforesaid, shall be deemed to be conclusively settled between and shall be binding upon the parties, except that if and whenever any error shall be discovered in any such summary or account, such error shall be rectified and allowed for in the account for the half-year in which the error shall be discovered or for any subsequent half-year.

39. The Secretary of State shall keep or cause to be kept an account between the Secretary of State and the Company in rupee currency, in which from time to time shall be entered—

(*a*) *To the Credit of the Company*, all sums paid by the Company to the Secretary of State under clause 29 hereof, and all receipts of the Secretary of State arising from the sale of stores or other property originally paid for from capital or otherwise properly attributable to capital in accordance with the usage of Indian railways or this Contract.

(*b*) *To the Debit of the Company*, all expenditure incurred by the Secretary of State properly chargeable to capital under the provisions herein contained, and all sums becoming payable to the Secretary of State under the said provisions and from time to time remaining unpaid.

And if at the end of any half-year there shall be a balance to the debit of the Company on the said account, and such balance be not paid to the Secretary of State on or within a month after his demand, the Company shall pay to the Secretary of State interest on the amount so remaining unpaid at the rate of 6 per cent. per annum from the date of balancing such half-yearly account, and the Secretary of State may deduct all such interest from any sums becoming payable to the Company under the provisions of this Contract.

40. The Secretary of State shall keep or cause to be kept as between the Secretary of State and the Company in rupee currency, an account of the expenditure and receipts in reference to the said railway attributable to capital (hereinafter referred to as "the Capital Account"), in which shall from time to time be entered :—

To the Debit of the account—

(*a*) All such expenditure of the Secretary of State or of the agency to be appointed by him as aforesaid on account of the said railway as stated by the Secretary of State as shall be chargeable to capital.

(*b*) All such expenditure on the said account, including payment of interest on capital under clause 34, sums paid for office expenses and expenses of management of the Company and other sums properly chargeable to capital under the provisions of this Contract, as shall have been respectively approved by the Secretary of State.

To the Credit of the account.—All sums received by the Secretary of State from the sale of stores or other property originally paid for from capital or otherwise properly attributable to capital in accordance with the usage of Indian railways or this Contract, which sums have been entered in the account described in clause 39.

41. In connection with the said Capital Account there shall be kept by the Secretary of State or the working agency all such subsidiary accounts in the form required by the Secretary of State as are from time to time kept by the Indian Railway Companies working railways under the supervision of the Secretary of State.

42. In any case where any question may or might arise as to whether any expenditure in connection with the said railway is to be treated in the whole or in part as a charge on capital or how the same is to be dealt with, the question shall be determined on the general principle that capital, besides bearing the cost of the original construction and completion of the said railway and the stations, station-yards, sidings, crossing places, bridges, viaducts, offices, warehouses, houses for employés, fixed machinery, conveniences and works belonging thereto, and of the original equipment of the said railway and its appurtenances with plant and fixed machinery, is to bear the cost of new works, of additional plant and fixed machinery, and of substantial improvements of and additions to old works, plant, and fixed machinery provided in pursuance of any requirement by the Secretary of State under the 25th clause of this Contract, and not being petty works within the meaning of the 26th clause of this Contract, and shall be debited with all moneys expended by way of making good any damages pursuant to the 24th clause of this Contract, and that the cost of repairs, restorations, renewals and replacements and of petty works within the meaning of the 26th clause of this Contract, is to be met by the working agency.

Audit.

43. The accounts of the Company in relation to its expenditure and receipts and of the expenditure of the Secretary of State or of the agency to be appointed by him as aforesaid on account of the Company, whether in India, England and elsewhere, on capital account, shall from time to time be audited on behalf of the Secretary of State (if he shall so require) as well as on behalf of the Company, and the Company shall produce to the auditors or auditor all vouchers, books, accounts, papers, and documents of the Company necessary for the purpose of audit, and afford to them or him all facilities requisite for the performance of their or his duties. Any correction made in the accounts by any person or persons who shall be acting as joint auditors or joint auditor on behalf both of the Company and of the Secretary of State shall be conclusive. If consequent on the audit of any auditor acting exclusively on behalf of the Secretary of State the Secretary of State shall require alterations to be made in the accounts, and the Company shall object to the alterations the matter in difference shall be referred to arbitration under the proviso for arbitration hereinafter contained. The necessary costs of the audit (other than the costs of such arbitration), and such of the costs of such arbitration as the arbitrators shall direct to be borne by the Company, shall be defrayed by the Company, and included in the Capital Account.

Miscellaneous.

44. In any case not herein expressly provided for, the Company shall indemnify the Secretary of State against any pecuniary liability which he may incur in respect of the construction, extension or improvement of the said railway, or the maintenance or working thereof under the contract or agreement set forth in the schedule hereto, or any other contract* or agreement which may be entered into under the 20th section of these presents.

* Appendix P.

45. The Company shall not at any time during the continunce of this Contract, without the sanction in writing of the Secretary of State first obtained, engage in, or carry on, or apply capital to any business other than the business provided by this Contract to be carried on by the Company, and business incidental or subsidiary thereto or participate or co-operate with any person, company, or corporation in carrying on any, business other than as aforesaid.

46. The Secretary of State shall promote the passing by the Legislature in India of any Act or Acts which may be required to enable the Company to carry into effect this Contract.

47. No claim shall be made upon the Secretary of State by the Company for compensation in respect of the prejudicial effect upon the said railway, or the profits of the said railway, of any Act of the Indian Legislature of general applicability for the time being in force and the Company and its undertaking shall be subject to the provisions of every such Act as last aforesaid.

48. Any notice, determination, decision, direction, requirement, requisition, demand,

appointment, certificate, expression of opinion, approval or sanction to be given or signified on the part of the Secretary of State for any of the purposes of or in relation to this Contract, or any of the powers or provisions herein contained, shall be sufficient and binding if in writing signed by the Secretary of State, or one of his Under Secretaries, or by a Secretary of the Government of India, or by any other officer or servant authorised to act on behalf of the Secretary of State in respect of the matters to which the same shall relate, and the Secretary of State shall not in any case be bound in respect of any of the matters aforesaid unless by some writing signed in the manner before mentioned in this clause.

49. The registered office of the Company shall at all times during the continuance of this Contract be situate in Bombay.

Determination of Contract and matters consequent thereon.

50. The Secretary of State may determine this Contract in manner hereinafter mentioned, that is to say :—

(1) If before the said railway is open for traffic throughout the Company shall fail, on demand by the Secretary of State, to supply him with the funds required to enable him to construct and complete the said railway as hereinbefore agreed, the Secretary of State, notwithstanding any grants of further time, or any negotiations between the Secretary of State and the Company, may determine this Contract, by giving to the Company notice in writing of such determination (which notice is herein referred to as notice of determination).

(2) The Secretary of State may by giving to the Company not less than 12 months' previous notice in writing (which notice is herein referred to as "notice of purchase") determine this Contract (if then subsisting) either on the 31st day of December 1917, or on the 31st day of December in the last year of any subsequent period of ten years, or on the 31st day of December 1946.

And it is hereby agreed and declared that at the time at which this Contract shall terminate, as hereinbefore provided, the Company without acquiring or having the right to any compensation or payment from the Secretary of State in respect thereof except as hereinafter specially provided, shall relinquish and give up to the Secretary of State, as the case may be, possession of all land of which they respectively shall have allowed the Company to have possession under or for any of the purposes of this Contract (so far as not then already restored to the Secretary of State) or such Native State together with all the stations, station yards, sidings, crossing places, bridges, viaducts, offices, warehouses, houses for employés, fixed machinery, conveniences, works, bridges, rails, fixtures, and plant then erected or being on the land to be relinquished and given up under this clause or in anywise belonging to the said railway or any part thereof, and the then existing stock (if any) of stores belonging to the Company and appropriated, whether for the purposes of construction or otherwise, to the said railway or to any of the adjuncts thereof or to any part of the equipment thereof, and shall also deliver to the Secretary of State all plans, books, surveys, sections, printings, writings, and documents whatsoever in anywise connected with or with the construction of the said railway or any part thereof or any of the works or adjuncts thereof inclusive as aforesaid. All the particulars mentioned in this clause shall at the time when the Secretary of State shall under this clause become entitled to the delivery thereof, so far as not then already belonging to him become his absolute property free both as between the Secretary of State and the Company and as between the Secretary of State and the incumbrancers (if any) from all incumbrances whatsoever created by the Company, it being the intention of the parties hereto that the Secretary of State shall not be affected by any charge or incumbrance of any kind created by the Company on any real or personal property which during the continuance of this Contract shall be in the possession of the Company, whether belonging to the Secretary of State or to the Company. The rights of either party to this Contract as against the other party hereto in respect of the previous breach of any covenant herein contained shall continue to subsist notwithstanding the termination of this Contract in any manner whatsoever, and such termination shall not affect the right of either party hereto to require the payment of any unpaid money which under the provisions of this Contract shall have become actually payable to or on behalf of such party by the other party hereto.

51. If this Contract shall be determined by notice of purchase, the Secretary of State shall within four calendar months from the time at which this Contract shall, except as hereinafter provided, so be determined, pay to the Company in India out of the revenues of India in rupee currency the following sums: that is to say (i), if the Contract shall be determined by notice of purchase on the 31st day of December 1917, or at the expiration of any subsequent period of ten years, a sum of money equal to 25 times the amount of the average yearly net earnings derived by the Company from the said railway during the five years immediately preceding the time at which this Contract shall be determined, but so that the total amount so payable to the Company shall not in any case exceed by more than 20 per cent. the total capital expenditure of the Company as appearing on the Capital Account of the Company or be less than such total capital expenditure. And (ii) if this Contract shall be determined by notice of purchase on the 31st day of December 1946 (50 years), then the total amount of such capital expenditure as aforesaid.

52. If this Contract shall be determined by notice of determination, the Secretary of State shall, except as hereinafter provided, within four calendar months from the time of such determination pay to the Company in India out of the revenues of India in rupee currency, the fair value of the said railway and works so far as the same shall then have been constructed and of all rails, fastenings, sleepers, fixed machinery, plant and stores which shall be relinquished, given up or delivered by the Company to the Secretary of State under the 50th clause of this Contract. The fair value of property for the purposes of this clause shall in case of difference between the Secretary of State and the Company be ascertained by arbitration under the proviso for arbitration in that behalf hereinafter contained, and shall be calculated without reference to expectations of future profits to be derived from working the said railway.

53. The Secretary of State shall, after making due allowance for any sum remaining in his hands unexpended from the moneys supplied to him by the Company or received by him on their account, be at liberty to deduct any amount that may be owing by the Company to him at the time when this Contract shall terminate from any moneys which but for this proviso would be payable by him to the Company under the provisions of clause 51 or clause 52.

54. The clear balance of money payable by the Secretary of State to the Company under the 51st or the 52nd clause of this Contract shall carry interest in favour of the Company at the rate of 3 per cent. per annum, to be computed from the time when this Contract shall terminate down to the time of payment or tender of such clear balance by or on behalf of the Secretary of State to the Company. And the Secretary of State shall pay to the Company in India out of the revenues of India any interest accrued under this clause in favour of the Company with the capital money in respect of which the interest shall have become payable.

Arbitration.

55. If any dispute, question, or controversy shall at any time arise between the Secretary of State and the Company touching this Contract, or any clause or thing herein contained or the construction hereof, or any matter connected with this Contract, or the operation of the same, or the rights, duties or liabilities of either party in relation to the premises then and in every such case the matter in difference shall be referred to two arbitrators or their umpire pursuant to and so as with regard to the mode and consequences of the reference, and in all other respects to conform to the law in force in British India for the time being relating to arbitration.

APPENDIX P.

This Indenture, made the 4th day of June 1896 between the SECRETARY OF STATE IN COUNCIL OF INDIA (hereinafter called "the Secretary of State") of the one part, and the BOMBAY, BARODA AND CENTRAL INDIA RAILWAY COMPANY (hereinafter called "the Company") of the other part.

Whereas by an Indenture dated the 24th day of September 1884, and made between the Secretary of State of the one part and the Company of the other part (which Indenture is hereinafter referred to as the principal Contract), the Company contracted for the maintenance, management, use, and working by the Company of the Rajputana-Malwa Railway: and the expression the "undertaking" was defined to mean the Rajputana-Malwa Railway, with such improvements, alterations, and additions as therein mentioned.

And whereas the Secretary of State has entered into a Contract, dated the 13th day of March 1896, with the Ahmedabad Parantej Railway Company, Limited, with the object (among other things) of constructing, on a route to be determined by the Secretary of State, a railway from outside the eastern fence of the Bombay, Baroda and Central India Railway Station at Ahmedabad to Parantej, and in certain events extending thence to Ahmednagar and Udaipore, with stations, station yards, sidings crossing places, bridges, viaducts, offices, warehouses, houses for employes, fixed machinery, tools and plant, office furniture and equipment, conveniences and works (all which proposed railway, stations, station yards, sidings, crossing places, bridges, viaducts, offices, warehouses, houses for employés, fixed machinery, tools and plant, office furniture and equipment, conveniences and works are hereinafter meant by and included in the expression "the said railway").

And whereas one of the terms of the said Contract is that the Secretary of State shall maintain and work the said railway as and when completed, either through State agency, or through some other agency to be selected by him, and that he shall have full power to enter into this present Contract for the working, maintenance, and management of the said railway.

And whereas the Company have agreed to work, maintain, and manage the said railway upon the terms and conditions hereinafter contained.

Now this Indenture witnesseth:—

Interpretation of terms.

1. The definitions in the principal Contract contained shall apply to this Contract except so far as the same are expressly varied.

The expression "gross earnings" means and includes the gross earnings to be derived from the working of the said railway, and also the rents of any buildings belonging to the said railway and occupied by servants of the Company which may be charged to the occupiers of such buildings under the rules in relation thereto for the time being in force on the undertaking, and tools on bridges and other sources of income which are treated as revenue on Indian railways generally, but does not include book entries for the carriage of stores to be used in the maintenance or working of the said railway, or for services rendered and work done in relation thereto respectively, and for which no cash payment is made, nor any sum allowed by way of rebate under clause 25 hereof.

The expression "months" means calendar months.

Ahmedabad Station and Junction thereat.

2. The Secretary of State and the Company shall from time to time agree upon the additional works and conveniences to be constructed at the said Ahmedabad Station of the Bombay, Baroda and Central India Railway, or in extension thereof, to meet the traffic of the said railway; and, upon any such agreement being made, the Company shall prepare plans and specifications of the said additional works and conveniences, and of the junction

with the undertaking to be made at Ahmedabad, and shall submit the same to the Secretary of State for his approval. Such plans and specifications, when approved by the Secretary of State, shall be signed by the Consulting Engineer of the Government of India, or other officer duly authorised in that behalf to act on behalf of the Secretary of State; and by the Company's engineer on behalf of the Company. Any such additional works and conveniences at the said junction shall respectively be constructed by the Company on land at Ahmedabad forming part of the undertaking, or of the Bombay, Baroda and Central India Railway, and shall be held by the Company, subject to the use thereof for the purposes of the said railway, upon the terms hereinafter mentioned, or such other terms as may from time to time be agreed upon by the Secretary of State and the Company. No charge or toll shall be made or levied upon or from the Ahmedabad-Prantej Railway Company in respect of the use of the lines, platforms, buildings, or other conveniences at the said Ahmedabad Station in excess of the sum to be retained from the gross earnings of said railway under section 23 of this Contract.

3. The Secretary of State shall from time to time, on the application of the Company, provide and hand over to the Company, subject to the conditions of section 60 of the principal contract, such land as the Secretary of State may consider to be necessary for the purpose of constructing the said additional works and conveniences, and for making the said junction. The Company shall forthwith or upon provision as aforesaid of the necessary land, if it shall be required, proceed with diligence in the construction of the said additional works and conveniences and junction, in accordance with the said plans and specifications.

4. The Company shall, during the construction of the said railway convey over the lines of the undertaking and of the Bombay, Baroda and Central India Railway all materials, plant, and stores required for the construction of the said railway at the same rates as are charged on the undertaking and on the Bombay, Baroda and Central India Railway for such materials, plant, and stores used for similar purposes on those railways respectively.

Opening of Railway.

5. From time to time when and as often as an inspecting officer acting on behalf of the Secretary of State shall have certified that the whole or any part of the said railway has been constructed in accordance with the provisions herein contained, and is ready and fit for the conveyance of passengers and goods, the Secretary of State will furnish to the Company, free of all cost to the Company, a specification of such whole or part of the said railway describing the nature and quality of the works and setting out fully the general details of the construction of the same as regards earthworks, bridges, ballast, permanent way, stations, buildings, and all other matters and things of a permanent character, so as to show in every particular the standard up to which the works have been constructed, together with plans and working drawings of the same. Such specification, plans, and working drawings, hereinafter called documents, shall be submitted to the Agent of the Company in India, and when finally accepted by him shall be signed by him on behalf of the Company and by the Consulting Engineer of the Government of India, or other officer duly authorised in that behalf to act on behalf of the Secretary of State, and shall be retained by the Company. The said specification and plans shall from time to time be revised and completed up to date as occasion shall require. The Secretary of State shall guarantee the Company undisturbed possession at all times during the continuance of this Contract of each and any portion of the said railway handed over to them.

6. As soon as may be after the said documents have been so approved and signed as aforesaid, such part of the said railway as the said specification, plans, and working drawings respectively refer to shall be opened for public traffic, and may be worked in the manner hereinafter mentioned.

Maintenance and Working.

7. The Company shall thenceforth, until the determination of this Contract, work and maintain the said railway or such part thereof as shall for the time being have been so opened, on the terms and subject to the provisions hereinafter expressed.

8. All the business connected with the management and maintenance of the said railway and conducting the traffic thereon, including police and telegraphs and telegraphic appliances, shall in all respects, as far as practicable, be carried on in the same manner and subject to the same regulations and control by the Secretary of State as the like business on the undertaking as now carried on under the principal Contract.

9. The Company shall charge such rates and fares for the carriage of goods and passengers over any portion of the said proposed railway, as shall from time to time be agreed upon between the Company and the Secretary of State, and adopt such classification of goods hereon as shall be from time to time in force on the undertaking. Provided that such rates, fares, and terminals, if any, are within the maximum and minimum rates, fares, and terminals, if any, for the time being in force on the undertaking. The apportionment of through rates for traffic passing over the said proposed railway to or from the undertaking or the Bombay, Baroda and Central India Railway shall be subject to agreement between the Secretary of State and the Company.

10. The Company shall be at liberty to charge tolls according to tariffs to be settled by the Secretary of State on traffic over any roadways on bridges (if any), for foot passengers, cattle, or carts or other vehicles.

Application of certain Conditions of Principal Contract.

11. The conditions with respect to the provision of a police force, and the provision and use of telegraphs and telegraphic appliances, and (except as is hereinafter otherwise expressly provided) with respect to money supplied by the Secretary of State for the purposes of the said railway, except as is hereinafter otherwise expressly provided, shall be the same as are by the principal Contract prescribed with reference to the same matters respectively in respect of the undertaking, but the Secretary of State shall allow the Company the use of as many wires as they need at the same rate per mile as he charges for the use of wires on the Rajputana-Malwa Railway.

12. During the continuance of this Contract the Company shall keep the said railway and works, or such part thereof as shall for the time being be open for public traffic, supplied with rolling stock, plant, and machinery, other than fixed machinery, as if it were part of the undertaking, and shall manage, use, and work the said railway and works or such part thereof as aforesaid, and convey traffic thereon, upon, under, and subject to (save as is by this Contract otherwise expressly provided) the like terms, conditions, and restrictions as are by the principal Contract prescribed in respect of the management, use, and working of the undertaking and the conveyance of traffic thereon by the Company, and in respect of the supervision and control of the Company by the Secretary of State. And in all respects not otherwise provided for by this Contract, the Secretary of State and the Company respectively shall and may with reference to the respective matters aforesaid have, execute, enjoy, put in force, and be subject to the like rights, powers, authorities, privileges, provisions, regulations, duties, and obligations as are by the principal Contract in respect of such matters respectively given or reserved to or imposed upon the Secretary of State and the Company respectively: Provided always, that nothing in this Contract contained shall operate so that the said railway and works shall form part of the undertaking.

13. The Secretary of State may from to time, and with or without an application from any railway administration or person, call upon the Company to agree, and subject to the conditions of clause 9 the Company may agree, with the administration or administrations of any other railway or railways in connection with or with which there shall be an interchange of traffic with the said railway to through rates for the traffic between the stations of the said railway and those of such other railway or railways, and likewise to the apportionment of such rates among the administrations of such railways and the Company. If the Company and the said administrations, or any of them, should fail to agree in the settlement of such through rates or their apportionment, and such administrations should agree in writing to be bound by the decisions of the Government of India, or any authority duly appointed by the said Government in that behalf, in respect of the matters in dispute, such decisions shall be binding on the Company so long as the said administrations continue to act in accordance therewith. In arriving at its decisions the Government of India, or the said authority, as the case may be, shall take into consideration all the circumstances of the case, including any special expense incurred in respect of the construction, maintenance, or working of the route or any part of the route, as well as any special charges which any administration may have been entitled to make in respect thereof.

Alterations, Improvements, and Additions.

14. The Secretary of State may from to time give notice in writing to the Company of any reasonable alteration, improvement, or addition which may, in his

opinion, be required to be made in or to any part of the said railway or any of the stations or works belonging thereto or the said junction at Ahmedabad, either for the protection and security of the said works and stations, the safety of passengers or of the public, or for meeting the development of traffic on or the effectual working of the said railway or otherwise and which is estimated to cost more than Rs. 1,000. Such notice shall specify the alteration, improvement, or addition required and shall also in general terms describe the works to be executed for the purpose of effecting the same and state approximately what such works are expected to cost. On receiving any notice under this clause the Company shall, with all reasonable speed execute the works described therein, the Secretary of State (except in the case of alterations or improvements in or additions to the said station at Ahmedabad or the said junction) supplying the necessary funds, or causing the same to be supplied, and providing, free of all cost to the Company, any land that may be required for the purpose. If in any case the Company shall neglect to proceed with the proposed works, or fail to complete the same to the satisfaction of the Secretary of State, the Secretary of State may enter on the said railway and works and execute the said works.

15. On the completion of works so required, as well as on the completion of the works to be constructed under clause 3 (Ahmedabad Station), a specification such as is described in clause 5, with necessary plans, shall be prepared and signed on behalf of the Company and of the Secretary of State respectively as therein provided, and delivered to the Secretary of State together with a similarly certified statement of the costs of the said works. All such specifications and plans shall be corrected from time to time, when additions or alterations are made to the works of the said railway.

17. The cost of works, the execution of which shall be required under clause 14 to be carried out by the Company shall be dealt with as follows :—

(*a*) All such works costing more than Rs. 1,000, shall be charged to the capital account of the Ahmedabad-Parantej Railway Company.

(*b*) Petty works, costing not more than Rs. 1,000 each, shall be charged to revenue, and shall be met from the sum allowed to the Company for maintenance and working of the said railway as hereinafter provided.

Provided always that if for any half-year the aggregate expenditure on petty works thereon shall exceed Rs. 20 per mile open in any half-year, such excess shall be charged to the capital account of the said railway, and shall be met by the Secretary of State.

18. No moneys that may be at any time supplied or provided by the Secretary of State under this Contract shall be deemed to be moneys supplied or provided in respect of the undertaking, nor shall they be entered in any of the accounts of the Company kept by them in respect of the undertaking.

Land.

19. Any land that may be under this Contract provided by the Secretary of State and handed over to the Company shall be held by the Company upon the like terms and conditions as are by the principal Contract prescribed in respect of land to be provided thereunder.

Accounts of Gross Earnings and their application.

20. The Company shall keep, in rupee currency in India, a distinct and separate account of the gross earnings derived from the working of the said railway, or of such part thereof as shall for the time being have been opened for public traffic. Such account shall be made up half yearly to the 30th of June and the 31st of December in each year, and shall be regularly submitted by the Company to the Secretary of State, who may audit the same and correct any error which may be discovered therein. The Company shall also within two calendar months after each of the said half-yearly days render to the Secretary of State a summary of the said account for the half-year ending on such half-yearly day.

21 The Company shall also keep in India all such subsidiary accounts and vouchers as shall be proper and sufficient for the preparation and verification of the account aforesaid, and the said accounts and vouchers shall be open at all reasonable times to inspection and transcription by any person or persons duly authorised by the Secretary of State in that behalf. The Company shall afford all proper and sufficient facilities for such inspection and transcription, and shall on the requirement of the Secretary of State (but at his expense) duly verify any such account, provided such requirement be notified

in writing to the Company within three calendar months after the receipt by the Secretary of State of the summary aforesaid for any half-year. If after such verification the Secretary of State shall require any alteration to be made in any such account, or in any summary to be so rendered by the Company as hereinbefore provided, and if the Company shall give notice to the Secretary of State that they object to such alteration being made, the matter thus being in difference between the Secretary of State and the Company shall be referred to arbitration under the provision for arbitration hereinafter contained.

22. Every summary of account with respect to which, or to the accounts on which it is based, on such written requirement of verification shall have been delivered to the Company within three calendar months after the receipt by the Secretary of State of the said summary, shall be deemed to be settled between and shall be binding upon the Secretary of State and the Company, except that if and whenever any error shall be subsequently discovered in any such summary of account, such error shall be rectified and allowed for in the account for the half-year in which such error shall be discovered or for any subsequent half-year.

23. The said gross earnings shall, at such times and in such manner as the Secretary of State may from time to time direct, be paid without deduction into such Treasury of the Government in India as the Secretary of State may approve. The Secretary of State shall, as soon as the account between him and the Company in respect of the said railway and works for any half-year shall have been settled, pay over to the Company at Bombay to the credit of the undertaking a sum bearing the same proportion to such gross earnings for such half-year as the aggregate of working expenses of the undertaking bear to the aggregate gross earnings of that railway for the same half-year, less such sums, if any, as the Secretary of State shall be entitled to retain out of such gross receipts under clause 25, but such sum is not in any year to exceed 50 per cent. of the said gross earnings of the said railway for that year, and the said sum shall be accepted by the Company in full satisfaction and remuneration for the supply of rolling stock, plant, and machinery, other than fixed machinery, and the managing, working, and maintaining the said railway and works in accordance with the provisions of this Contract, and for the performance by the Company of every other obligation undertaken by them under this contract with reference to the said railway and works.

24. The amount to be paid to the Company under clause 23 (less any sums retained by the Secretary of State under clause 25) shall be entered in the accounts kept by the Company under the provisions in that behalf contained in the principal contract.

Rebate.

25. The Secretary of State shall be entitled to retain, in respect of and at the end of each calendar year commencing at the close of the period during which interest shall be payable out of capital by the Ahmedabad Parantej Railway Company, Limited, by way of rebate, such a sum not exceeding in any year 10 per cent of the combined shares attributable to the Bombay, Baroda and Central India Railway and the undertaking, of the gross earnings (carriage of stores being excluded) from traffic interchanged between the undertaking and the Bombay, Baroda and Central India Railway, or either of them, and the said railway, as shall, together with the net earnings of the Ahmedabad-Parantej Railway Company, Limited, for the said year to be retained by the Secretary of State, make up an amount equal to interest for the year at the rate of 4 per cent. per annum on the actual expenditure charged in the capital account of the said railway, and shall also allow the sum of ₹5,000 per annum towards the office expenses and the expenses of management of the Ahmedabad-Parantej Railway Company, Limited, and also all such legal expenses as may be properly incurred by the said last-mentioned Company and approved by the Secretary of State or the Government of India, and as are debitable to revenue. The payments under this clause shall be calculated at the close of each year but payments on account and subject to adjustment may be made at the close of the first-half of each year.

Other accounts to be kept by Company.

26. The Company shall keep separate accounts of all moneys received by them from the Secretary of State or from the Ahmedabad-Parantej Railway Company under

the provisions of this Contract and of the expenditure by the Company of the said moneys, in such forms as the Secretary of State may from time to time prescribe, and such accounts shall be from time to time made up and submitted to the Secretary of State as he may require.

Termination of Contract.

27. This Contract shall terminate at the same time as the principal contract.

28. If within 12 months from the date of this Contract a Company as proposed with power to construct the said railway shall not be registered as aforesaid, and a contract between such Company and the Secretary of State for the construction by such Company of the said railway and works be lawfully entered into, this Contract shall be void and of none effect.

As to Arbitration.

29. If the Secretary of State and the Company shall fail to agree touching any matter with respect to which their agreement is required by this Contract, or if in any case not herein specially provided for any dispute, question, or controversy shall at any time arise between the Secretary of State and the Company touching these presents or any clause or thing herein contained, or the construction hereof, or any matter connected with these presents or the operation hereof, or the rights, duties or liabilities of either party in relation to the premises, then and in every such case the matter as to which the Secretary of State and the Company shall fail to agree, or the matter in difference, as the case may be, shall be referred to two arbitrators or their umpire, pursuant to and so as with regard to the mode and consequences of the reference, and in all other respects to conform to the law in force in British India for the time being relating to arbitration.

APPENDIX Q

Agreement between the BOMBAY, BARODA AND CENTRAL INDIA RAILWAY (INCLUDING THE RAJPUTANA-MALWA RAILWAY) and the JODHPORE-BICKANEER RAILWAY for interchange of coaching and goods traffic at KUCHAMAN ROAD and interchange of rolling stock *viâ* KUCHAMAN ROAD and for the joint working at KUCHAMAN ROAD STATION.

CLAUSE I.

Duration of Agreement.

(*a*)—This Agreement shall come into force on and from the 13th March 1893, except when otherwise stated and shall be subject to revision from time to time, but shall remain in force until the expiration of six months' notice from either Railway desiring to revise or cancel it, except as regards any clause in respect of which a different form of notice is specially fixed.

Junction station.

(*b*)—In this Agreement, the present Kuchaman Road Station of the Rajputana-Malwa Railway shall be the terminus of the Bombay, Baroda and Central India Railway System and the junction of interchange of that line with the Jodhpore-Bickaneer Railway.

CLAUSE II.

Application of Agreement to other Railways.

The principle of this Agreement, except so far as it relates to special arrangements at Kuchaman Road, shall be extended by either Railway to any other Railway working in connection with it, the two Railways, parties to the Agreement, being responsible to each other for all through traffic so forwarded.

CLAUSE III.

Extent of through booking.

Goods and coaching traffic of all kinds, with the exceptions indicated in clause IV shall be booked through between any station on the Bombay, Baroda and Central India Railway, or connected Railways and any station on the Jodhpore-Bickaneer Railway or connected Railways *viâ* Kuchaman Road, except such small stations as may be excluded by the Manager, Jodhpore-Bickaneer Railway, and the General Traffic Manager, Bombay, Baroda and Central India Railway.

CLAUSE IV.

Excepted articles.

(*a*)—Packages weighing more than 8 tons or exceeding 24 feet long by 7 feet 4 inches broad by 6 feet 11 inches high, outside measurement, shall not be booked through, except by special arrangement.

(*b*)—But the restriction as to length shall not include girders, long timber, etc., which can be carried in bolster trucks.

CLAUSE V.

Exchange of traffic.

(*a*)—Coaching and goods traffic will be exchanged between the Bombay, Baroda and Central India Railway and the Jodhpore-Bickaneer Railway at Kuchaman Road.

(*b*)—Passenger vehicles of the Jodhpore-Bickaneer Railway shall run through over the Rajputana-Malwa Railway between Kuchaman Road and Phulera, and mileage due to the Jodhpore-Bickaneer Railway on this account shall be adjusted by a certain number of Rajputana-Malwa Railway vehicles being run on the Jodhpore-Bickaneer Railway's Kuchaman Road-Marwar Railway Junction Section.

CLAUSE VI.

Definition of "through traffic."

(*a*)—Through traffic shall be understood in all cases to mean goods and coaching traffic which may be booked or invoiced, in accordance with the terms of this Agreement,

through from any one station on one of the two contracting lines or any line beyond, to any station on the other or any line beyond.

(*b*)—Traffic booked or invoiced by either of the two Railways, to or from Kuchaman Road is not to be considered as through but as local traffic.

CLAUSE VII.

Rates and fares.

Each Railway shall furnish the other with tables of the rates to be charged from the junction of interchange to all its stations. These rates shall unless special reduction is agreed to be the same as the local rates, and shall include terminals, cartage charges, etc. No terminals shall be levied by either Railway for the junction of interchange.

CLAUSE VIII.

Notice of alteration of rates, etc.

No alteration of rates, classification, rules or conditions applying to through traffic, shall be made by either Railway without the notice required by Rule 33 of the Regulations passed by the Railway Conference of 1888.

CLAUSE IX.

Through rates.

The through rates, fares and charges, with the exception of the special rates alluded to in the foregoing paragraph, shall be the sum of the two local rates to the junction of interchange as furnished in accordance with the preceding clause.

CLAUSE X.

Minimum charges.

(*a*)—The minimum charge for goods shall be eight annas in through booking, divisible in mileage proportion.

(*b*)—In cases of minimum charges arising in through traffic, the two lines shall be treated as one.

CLAUSE XI.

Joint staff.

All work within the Junction Station connected with the traffic working of all descriptions and with maintenance of joint buildings and works shall be performed by the Bombay, Baroda and Central India Railway, by whom the necessary staff shall be employed and paid, subject to the rule for division of expenses laid down further on; but each Railway shall perform the necessary maintenance of the lines and works constructed for its exclusive requirements.

CLAUSE XII.

Notice of restriction of traffic.

(*a*)—If at any time either line should find itself unable, either from want of vehicle stock or engine power or from any other cause, to receive and forward all the traffic tendered or likely to be tendered by the other line, it shall be competent for the receiving line to give notice (of not less than seven days) to the said other line of the maximum quantity it will be prepared to receive and forward, and of the period during which the restriction will be necessary, and during such period the said Railway shall not be bound to receive more than the quantity so specified.

(*b*)—This is, however, not intended to prevent special arrangements being made in case of any accidental interruption rendering the passage of traffic impossible.

CLAUSE XIII.

Settlement of claims.

(*a*)—All claims in connection with through traffic, except as provided in section (*b*), clause XIV, shall be borne by the Railway on which the loss or damage occurred; and when this cannot be ascertained with certainty, the claim shall be paid in mileage proportion. In the case of joint claims the consent of both Railways must be obtained before settlement by either.

CLAUSE XIV.

Accidents, etc., at the junction.

(*a*)—All damages or accidents which may be caused by the Kuchaman Road Junction Station staff to the public, or to the stock of the two Railways or to the traffic, whether goods

or otherwise, and whether through or local, or which may from time to time arise or occur within the limits of the Kuchaman Road Junction Station, and all damages, or losses, or claims, which either of the Railways may sustain, or be put to, in consequence of the acts of the junction station staff, whether arising from carelessness or otherwise, within the limits of the junction station, shall be charged to the joint station expenses account.

(*b*)—Each Railway shall be separately and individually responsible for damages or accidents caused by its own running or other staff not being joint station staff, within the limits of the joint station.

(*c*)—Any repairs necessary to render Jodhpore-Bickaneer Railway stock fit for running shall be effected by the Jodhpore-Bickaneer Railway.

(*d*)—Notice of damage to Jodhpore-Bickaneer Railway stock occurring at the junction shall be given to the local representative of the Jodhpore-Bickaneer Railway.

CLAUSE XV.

No preference for through traffic.

Through traffic to or from either Railway shall have no preference in any respect over traffic tendered for despatch locally.

CLAUSE XVI.

Responsibility for charges.

(*a*)—Each Railway shall be responsible for collecting all charges due to the other on all received traffic with the exceptions noted below, for which the forwarding Railway shall be responsible.

1st—Charges on live-stock of every description.

2nd—Ditto on all perishable articles and upon all articles printed in italics in the Bombay, Baroda and Central India Railway Tariff, booked either as goods or parcels.

Exception.—If a consignment of goods which should have been booked "paid" is inadvertently booked "to pay" by the forwarding Railway and freight is collected by the receiving Railway, the latter shall be responsible for all undercharges on that consignment.

3rd—Charges on Commissariat or Ordnance Stores booked as *prepaid*.

4th—All errors under Re. 1, either way in freight paid by credit note, and all undercharges in freight paid by ledger account.

5th—Undercharges in fares of passenger tickets, freight on passengers' luggage and in charges for insurance.

6th—Charges on all articles booked and carried with owner.

7th—Undercharges on specie, palanquins and carriages booked by passenger train.

(*b*)—The receiving Railway shall not reduce the charge mentioned in the invoice or through way-bill without the consent of the forwarding Railway, except in the case of overcharges, the evident result of errors in classification or computation of freight.

CLAUSE XVII.

Telegrams.

Telegrams on the joint business of the two Railways shall be interchanged free.

CLAUSE XVIII.

Division of receipts.

The Audit Office of the Bombay, Baroda and Central India Railway, which audits the station accounts of the Jodhpore-Bickaneer Railway, shall prepare the usual weekly division sheets; each Railway to have in division its own rates and charges as quoted for through traffic in accordance with clause IX, except in the case of minimum and other charges common to both lines, which shall be divided by mileage. All inwards through traffic shall be accounted for within six weeks from the date the invoices pass Kuchaman Road Junction.

A monthly settlement of accounts based on division sheets of through traffic transactions and bills as rendered, shall be made by the debtor Railway by payment in cash.

NOTE.—As provided for in clause 12 of the Working Agreement for interchanges of traffic between the Rajputana-Malwa Railway and the Jodhpore Railway at Marwar Railway Junction, modified by the Agent, Bombay, Baroda and Central India Railway's letter No. 16094, dated 28th December 1887, and the Manager, Jodhpore Railway's letter No. G. $\frac{1}{1}\frac{1}{2}\frac{1}{0}$, dated the 10th January 1888, the audit of station accounts shall be arranged by the Chief Auditor and Accountant, Bombay, Baroda and Central India Railway, the Jodhpore-Bickaneer Railway paying to the Bombay, Baroda and Central India Railway for such audit at one and half per cent. of the gross earnings of the former.

CLAUSE XIX.

Definition of "week" and "half-year."

The week shall in all cases end at 12 o'clock on Saturday night. When the 30th June and 31st December do not fall on a Saturday, two returns shall be rendered—one for the period commencing from the first day of the last week to the end of the month, and another from the first day of the next month up to and including the second Saturday of that month.

CLAUSE XX.

Definition of "day" and "Railway time."

The day shall in all cases be reckoned as 24 hours commencing at 12 o'clock at night; part of a day to be reckoned as a day. Madras, time shall be adopted in all cases; Sundays, Christmas Day, and Good Friday shall be treated as ordinary working days.

CLAUSE XXI.

Engine power for shunting.

For the shunting and marshalling of its own trains and vehicles in the Kuchaman Road yard, each Railway shall provide its own engine power and drivers, subject to the control of the joint staff, unless otherwise arranged.

CLAUSE XXII.

Forms and stores for trains, etc.

(*a*)—Each Railway shall supply the lamps and other running stores necessary for its own trains, as well as the tickets, way-bills, and other station forms necessary for its own particular purposes, as also the menial staff for its own running rooms.

(*b*)—Each Railway shall provide, at its own cost, the staff, oil and other stores for examining, cleaning, lubricating and lighting its vehicles at the Kuchaman Road Junction, whether attached to its own or the other Railway's trains or standing at the station.

CLAUSE XXIII.

Junction limits.

The distant signals on either side of the Kuchaman Road Station shall be considered and accepted as the limits of the joint station, and all signals, within the joint station, as well as the distant signals shall be worked by the Rajputana-Malwa Railway.

CLAUSE XXIV.

Sanctions for Junction Staff.

(*a*) The half-yearly authorizations of Establishment for the joint station working shall be approved by both Railways.

(*b*)—In case, however, of unforeseen pressure of traffic, the Manager, Jodhpore-Bickaneer Railway, and the General Traffic Manager, Bombay, Baroda and Central India Railway, may agree to a temporary increase of establishment.

CLAUSE XXV.

Duties of Joint Station Master.

(*a*)—The Joint Station Master shall be equally subject to the orders of the Manager, Jodhpore-Bickaneer Railway, and the General Traffic Manager, Bombay, Baroda and Central India Railway, for the special work of each line as affecting the joint station; he shall perform such duties as are demanded of Station Masters on each Railway, and shall render all working and audit returns which are required.

(*b*)—The station premises, working and books shall be open to inspection by the officers of either Railway.

CLAUSE XXVI.

Control over Jodhpore-Bickaneer Railway staff within the junction limits.

The staff of the Jodhpore-Bickaneer Railway are, while in the limits of the Kuchaman Road Station, to obey and be bound by all the rules and all the regulations, and also all instructions which may be from time to time in force and which may be issued by the authorities of the Bombay, Baroda and Central India Railway, to the said staff, and the authorities of the Bombay, Baroda and Central India Railway are to have the same rights and control over the staff of the Jodhpore-Bickaneer Railway while within the limits of Kuchaman Road Station as if they were the staff of the Bombay, Baroda and Central India Railway itself.

CLAUSE XXVII.

Interchange of rolling stock.

(*a*)—The rules for the interchange of traffic and rolling stock between Railways as adopted at the Railway Conference of 1888, shall be adhered to, subject to any modifications which may be agreed to at any subsequent conference or which may be adopted on a reference through the Director General of Railways in accordance with the rules of procedure, or by mutual consent.

(*b*)—All Rajputana-Malwa Railway vehicles worked through to the Jodhpore-Bickaneer Railway must be returned at the Junction in exactly the same position as regards front and rear as when handed over to that line.

(*c*)—Only such rolling stock as shall be approved by the authorities of either Railway shall be received over at the Junction; and it shall be in the power of the authorities of each line to refuse to receive any rolling stock which may, for any reason, be considered unfit to run on the receiving Railway.

(*d*)—The cost of transhipment of goods from the vehicles of one line into vehicles of the other line at the Junction, which is rendered necessary by the unsuitability of the rolling stock of either line for exchange, shall be paid by the Railway owning the unsuitable stock.

CLAUSE XXVIII.

Open trucks accepted only by special arrangements.

Open trucks containing damageable goods shall not be sent from one Railway to the other without such notice as will admit of efficient arrangements being made for sheeting, if necessary.

CLAUSE XXIX.

Hire of engines and vehicles.

Terms for hire of engines and vehicles, and for shunting powers on special occasions, shall be settled from time to time by the two managements.

CLAUSE XXX.

Records at Junction.

Such records of interchange of traffic and stock shall be kept at Kuchaman Road Junction Station as may be agreed to by the Manager, Jodhpore-Bickaneer Railway, and the General Traffic Manager, Bombay, Baroda and Central India Railway.

CLAUSE XXXI.

Rent for joint station, etc.

The cost of erecting Kuchaman Road Station buildings, goods sheds and all premises and staff quarters, which are used for traffic purposes by both Railways, and of such alterations and additions as may be from time to time required to be used in common by both Railways, is to be ascertained and recorded; and the plans and estimates of future alterations and additions are to be agreed upon from time to time between the two Railways before any new work is commenced. The expenditure thus agreed upon and incurred is to be provided by the Bombay, Baroda and Central India Railway.

CLAUSE XXXII.

Interest on cost of works.

(*a*)—Interest at the rates given below on the capital outlay of the works, etc., as shown in the appendix, shall be charged to Joint Station Expenses :—

On cost of structures at . . . . . 6½ per cent. per annum.
On cost of ballast and permanent-way . . . . . 9 „ „

(*b*)—The interest charge shall include maintenance.

CLAUSE XXXIII.

Apportionment of joint station expenses.

Unless otherwise provided herein, the cost of the joint station expenses in receipt and despatch of passengers, goods, parcels, etc., and interest charges on cost of joint buildings, way

and works shall be divided between the two Railways in proportion to the weight of traffic of each line dealt with at the Kuchaman Road Junction, in the following manner:—

1.—JODHPORE-BICKANEER RAILWAY.

(*a*)—Coaching and goods traffic booked from Kuchaman Road to Jodhpore Bickaneer and connected Railways' stations and *vice versâ*, *viz.*, total Jodhpore-Bickaneer Railway local traffic in and out.

(*b*)—Half of the coaching and goods traffic booked from the Jodhpore-Bickaneer and connected Railways to the Bombay, Baroda and Central India Railway and its connected, lines, stations, and *vice versâ*, *viz.*, half the through traffic in and out.

2.—BOMBAY, BARODA AND CENTRAL INDIA RAILWAY.

(*a*)—Coaching and goods traffic booked from Kuchaman Road Station to Bombay Baroda and Central India Railway and connected Railways' stations, and *vice versâ*, *viz.*, total Bombay, Baroda and Central India Railway local traffic in and out.

(*b*)—Half of the coaching and goods traffic booked from the Bombay, Baroda and Central India and connected Railways to the Jodhpore-Bickaneer and connected Railways and *vice versâ*, *viz.*, half the through traffic in and out.

CLAUSE XXXIV.

Weight of coaching units.

The weight of coaching units and live-stock shall be calculated on the following scale:—

Each passenger of whatever class	1 cwt.
„ child's ticket	56 lbs.
„ horse or head of horned cattle	1 ton.
„ sheep, calf, goat or pig	56 lbs.
„ dog or small animal	1 cwt.
„ carriage	3 tons.
Parcels, on actual weight.	

CLAUSE XXXV.

Compensation on termination of agreement.

Upon the termination of this Agreement and in the event of works provided under it being no longer required by either of the two Railways, the amount of compensation to be paid by each Railway for capital and other expenditure in the provision of joint works shall be determined by mutual agreement or, if necessary, by arbitration as provided for in clause XXXVI.

CLAUSE XXXVI.

Disputed points.

All questions which may arise in carrying out these arrangements, upon which the Traffic Managers of the two Railways cannot agree, shall be referred to the Agent of the Bombay, Baroda and Central India Railway and the Secretary to the Agent to the Governor General for Rajputana in the Public Works Department, and in case of any difference of opinion between the two Railways as to the construction of any part of this Agreement, or as to its application to any particular case, it shall be open to either Railway to call for an arbitration to be conducted in the ordinary way.

CLAUSE XXXVII.

Confirmation of Agreement.

This Agreement is subject to confirmation* by the Board of Directors of the Bombay, Baroda and Central India Railway, the Jodhpore Durbar and the Government of India.

* Confirmed *vide* letter No. 1271., dated the 8th January 1896 and previous correspondence.

APPENDIX (*Vide* CLAUSE XXXII OF THE AGREEMENT).

Statement shewing the original cost of works, etc., in joint use at Kuchaman Road Station.

No.	Description.	No.	Amount.	Remarks.
			Rs.	
1	Station building	1	2,564	Land was taken over free of cost.
2	Latrines	1	600	
3	Home signal	1	560	
4	West Distant Signal	1	500	
5	Passenger platform	1	2,103	
6	Water column	1	647	
7	Ashpit	1	657	
8	Turn-table	1	3379	
		Mile. feet.		
9	Fencing	1—2337	2,957	
10	Culvert 2 × 2′ rail opening	1	600	
11	Do. 4 × 2′ do.	1	1,200	
12	Sets of points and crossings	8	2,800	
		Mile. Feet.		
13	Siding and Main line up to distant signal, including turn-table siding.	1—2813	30,655	Cost, including earthwork and ballast.
14	Weigh-bridge and house	1	4,123	
15	Goods platform	1	2,771	
16	Well	1	2,000	
17	Tank	1	1,700	
18	Piping, etc.	310 l. ft.	930	
19	Station Master's quarters, No. 4	...	2,034	
20	Clerks' quarters, No. 3—Two units	...	754	
21	Do. No. 5—Three „	...	1,050	
22	Menials' quarters, No. 6—Six „	...	480	
23	Portion between West Distant Signal and the point where the Jodhpore Railway joins the Main line.	2,087 l. ft.	9,246	This will be treated as a joint work only until such time as the Jodhpore-Bikaneer Railway complete their independent line up to the distant signal.
24	East Distant Signal, No. 1	...	500	
			75,110	
25	Supervision 10 per cent.	...	7,511	
26	Station furniture and appliances	...	2,495	
	TOTAL	...	85,116	

APPENDIX R.

Agreement with INDIA GENERAL STEAM NAVIGATION COMPANY, LIMITED, for the working of the Coaching and Despatch Goods Traffic between Goalundo and Naraingunge.

ARTICLES OF AGREEMENT made and entered into this 26th day of June 1895, between the Secretary of State for India in Council, of the one part, and the India General Steam Navigation Company, Limited, a Joint Stock Company, with limited liability, having its registered office at No. 4, Fairlie Place, in the town of Calcutta, hereinafter called the "Company," of the other part, whereby it is mutually covenanted and agreed as follows, *viz.*:—That

1. In this Agreement the "Manager" means the Manager of the Eastern Bengal State Railway System.

The expression, the "Railway" means not only the Eastern Bengal State Railway but also all connected Railways and other carrying and steamer Companies interchanging traffic therewith.

This Agreement shall in no way affect the existing combined service Agreement referring to goods traffic dated 1st March 1889, nor the Cachar Service Agreement, dated 5th August 1891, with the Company except as regards clause 35 of this Agreement.

2. This Agreement shall come into force on the 1st day of July 1895 and shall be subject to revision or termination from time to time, but subject to the provisions of clause 29 shall remain in force until the expiration of six months' notice from either party desiring to revise or cancel it.

3. During the currency of this Agreement the Company shall charter the three steamers *Crocodile*, *Alligator*, and *Porpoise*, belonging to the Railway; and shall pay therefor half-yearly on the 30th June and 31st December at the rate of 9 per cent. per annum on the valuation of the steamers so taken over, as given in Schedule A. The Company shall keep the steamers in good condition and repairs and the cost of all repairs to the steamers so chartered shall be borne by the Company, the Manager, if required and he can conveniently do it, carrying out the repairs and replacements to the steamers and charging for the same at the same rate as charged to the Railway Flotilla *plus* 10 per cent. for supervision. The steamers shall be given over to the Company in a state of good repair to the satisfaction of two experts, one to be appointed by the Railway and the other by the Company and shall be returned to the Railway at the conclusion of this Agreement in good repair and condition to the satisfaction of two experts to be appointed in the same manner as for ascertaining their present condition.

4. The Company shall not have the option of purchasing the steamers so chartered but in the event of any of them being lost or seriously damaged while in charge of the Company such damage not being due to fair wear and tear, the amount to be paid to the Railway shall be assessed on the valuation given above, less 4 per cent. per annum for depreciation calculated from the dates, as given in Schedule A, on which the steamers were taken over by the Company. The Company shall be under all circumstances responsible for all damage not due to fair wear and tear.

5. The Company shall work in connection with the Railway a service of steamers for the carriage of coaching and despatch goods traffic and all the mails of Her Majesty's Government between the Goalundo and Naraingunge termini of the railway, and between these termini and the intermediate stations, shewn in Schedule B, and such other or different intermediate stations, as may from time to time be mutually agreed upon. It being understood that stoppages will be made at other places according to postal needs, provided that such additional time as may be agreed on, be allowed for each such stoppage.

6. The Company shall take over the duplicate parts for the steamers *Crocodile*, *Alligator*, and *Porpoise* which are detailed in Schedule F at the values shewn therein.

7. The value of the landing stage and shore connections at Naraingunge shall be assessed by experts appointed on behalf of the Railway and the Company. Interest on the amount thus assessed shall be calculated at the rate of 6½ per cent. and shall be paid by the Company. The landing stage and shore connections at Goalundo shall be maintained by

the Railway. In the event of the pontoons requiring to be moved the towage shall be done by the Company free of cost.

8. The cost of the crew on the pontoon at Naraingunge and the wages of the staff employed in connection with the transfer of coaching and despatch goods traffic, both through and local at Naraingunge, shall be paid by the Company, similar expenditure on the pontoon at Goalundo shall be paid by the Railway.

9. The fares and rates charged shall be the sum of the local fares and rates as shown in the time and fare table of the Eastern Bengal State Railway for the quarter ending December 1894, and the Railway shall have as its share of the through charge the present local fares and rates to Goalundo. The existing fares and rates shall not be enhanced by either party without the consent of the other.

10. All traffic if practicable shall be interchanged at the Railway ghats, for the time being at Goalundo or Naraingunge, but in the event of any alteration in the river, any interruption or block on the line, the traffic shall be interchanged at any other points on the river which shall be indicated by the Railway and accessible to the vessels of the Company, under such conditions as to timing and division of earnings as may be agreed on according to circumstances.

11. Each party shall be responsible for collecting all charges due to the other on all received traffic, whether "paid" or "to pay," except in the following cases, which are debitable to the forwarding station :—

(i) On the insurance of parcels.
(ii) On freight on perishable parcels and live-stock.
(iii) On freight on Commissariat or Ordnance stores, booked from foreign lines prepaid either by cash or credit note.
(iv) Undercharges under R20 on credit notes from the public.
(v) On parcels booked in charge of owner.

12. In working through traffic the Railway forms, tickets, invoices, consignment notes, way-bills, and luggage receipts alone shall be used, the Eastern Bengal State Railway alone appearing to the public as the contracting party. Tickets, forms, and books will be supplied by the Railway to the Company on payment for the same. The Company shall be solely responsible for all loss, destruction, or deterioration of animals or goods during their carriage in the vessels of the Company.

13. The receiving party shall not reduce the charge mentioned in the invoice or way-bill without the consent of the forwarding party, except in the case of overcharges the evident result of error in classification or computation of freight.

14. The Company shall be represented at the intermediate stations shewn in Schedule B and any new stations hereafter to be opened by agents or station masters to be approved of by the Railway. The stations and huts with fittings and furniture at the riverside stations shall be taken over by the Company at a valuation to be agreed on. On the steamers the Company shall be represented by a clerk or agent with whom all business in connection with the transfer of parcels and despatch goods will be transacted.

15. Booked packages shall be made over by the Railway to the Company with guidances, luggage tickets, parcel way-bills, or goods invoices, as the case may be, at the gangways of the steamers, on a gangway tally kept by countercheck of the marks on, and the numbers and condition of packages, by each side.

16. Conversely booked packages shall be made over by the Company to the Railway with guidances, luggage tickets, way-bills or invoices, as the case may be, at the doors of the vehicles placed for the receipt of the said packages, on a tally kept by countercheck of the marks on, and the numbers and condition of packages, by the representatives of the Railway and the Company.

17. Receipts in accordance with the tallies shall be recorded in the Through Register (Form $\frac{T.\ 83\ P.}{C.\ W.\ T.}$) of each party, before the departure of the steamer or the train, as the case may be.

18. Coaching traffic of all description shall be considered as transferred by one party and received into the custody of the other party, in the case of traffic made over by the Railway to the Company as soon as each article has passed the gangway of the steamer; and in the case of traffic made over by the Company to the Railway as soon as each article has passed the door of the Railway vehicle placed to receive it; and it shall then and thereafter be at the risk and responsibility of the receiving party.

19. Packages not accompanied by guidances, luggage tickets, way-bills, or invoices, as the case may be, shall be loaded or unloaded at the risk of the party omitting to provide the necessary papers, who shall also be responsible for any subsequent delay or loss.

20. Guidances (in Railway Form T. 31*c*) shewing in full detail the packages transhipped shall be furnished by the Railway for packages transferred to the Company, and by the Company for packages transferred to the Railway.

21. The procedure for transfers of packages shall be as follows:—

(*a*) At the gangway or at the van door, as the case may be, one tallyman shall be provided by each party. The same form of tally (Form $\frac{T.\ 33\ D.}{J.\ L.}$) shall be used by both parties. Every package damaged or out of condition shall be stopped at the point of transfer and kept aside.

(*b*) The condition of such damaged package or packages shall be described fully and the package or packages weighed and certified to by the responsible officers of each party jointly, before the transfer is given and accepted.

(*c*) Packages found with marks other than those borne on the way-bills, etc., shall be pointed out to the party transferring by the party taking over on board or on shore, as the case may be, and shall not be accepted in transfer unless certified to at the risk of the party transferring.

22. All loss, injury, or damage of any kind, and all claims for packages, shall be settled by the party with whom the packages were at the time when the loss or injury occurred from which the claims arose. But, when it cannot be ascertained with certainty where the loss or injury arose, the claim shall be divided in proportion to the amount of freight to which each party would be entitled under clause 9; but in such cases no claims shall be admitted or paid without the consent of both parties.

23. All booked correspondence covers, parcels, etc., passing between the Decca Section and head offices shall be carried free by the Company.

24. All stores for use on the Dacca Section shall be conveyed by the Company at Railway rates for Revenue stores, if the Railway requires this to be done.

25. All traffic books and records relating to this service on either side shall be mutually open to inspection.

26. All the steamers to be employed under this contract shall always be supplied and provided with all necessary and proper machinery, engines, furniture, fittings, stores, tackle boats, fuel, oil, tallow, provisions, anchors, cables, fire pumps and other means of extinguishing fire, and whatsoever else may be requisite and necessary for equipping the said steamers and rendering them constantly efficient for the work hereby contracted to be performed, and shall be manned and provided with competent officers, a sufficient number of efficient Engineers and a sufficient crew of men.

27. The Company shall and will at all times during the continuance of this Agreement have in constant readiness, for the due execution of the service hereby contracted to be performed, steamers equal in efficiency to those hereinbefore stipulated to be provided and shall in every case of any of the said steamers becoming disabled immediately, at their own cost and charge, replace the same by another good and efficient steamer.

28. In the event of the steamers shewn in Schedule A not being employed in running between Goalundo and Naraingunge under this Agreement, the Company shall at all times during the continuance of the Agreement provide, maintain and keep in complete repair and readiness, for the purpose of conveying the coaching and despatch goods traffic and all the mails of Her Majesty's Government between Goalundo and Naraingunge, a sufficient number of good and efficient steam vessels of adequate tonnage for the line of communication.

29. The Company shall and will maintain a line of communication by such steamers as aforesaid between the stations of Naraingunge and Goalundo. Such communication and service shall be performed in each direction between the said stations daily and every day including Sundays. In the event of the Company failing to run a daily steamer in either or both directions for more than three consecutive days, or in the event of the daily service not being run in both directions on as many as six days in any calendar year this Agreement shall immediately be determined and the steamers referred to in Schedule A shall be re-transferred to the Railway who will forthwith make arrangements to continue the service. For every failure to start a steamer from each of the proper terminal stations of departure on any day the Company shall forfeit and pay to the Secretary of State, his successors and assigns, the sum of ₹250 (Rupees two hundred and fifty only). *Provided* always, when such penalties are enforced by the Secretary of State, that the sum-total of the penalties payable by the said Company on this account shall not exceed ₹1,500 (Rupees

one thousand five hundred only) in any one year, the payment whereof is secured by the bond of the Company of even date herewith hereto annexed and marked C.

30. The hour of departure and arrival of the said steamers on their voyages between Goalundo and Naraingunge shall be fixed at an interval not greater than 40 minutes after the arrival of the morning mail trains at these stations and the maximum timings for the journey shall be as follows:—From 15th June to 15th October, Goalundo to Naraingunge 9 hours, Naraingunge to Goalundo 13 hours. From 16th October to 14th June, Goalundo to Naraingunge 10 hours, Naraingunge to Goalundo 12 hours.

(*a*).—From 16th October to 14th June the steamer to call at Chandpur on the up and down trips, if required to do so, with a further allowance of one hour on the journey from Goalundo to Naraingunge only. From 15th June to 15th October the Company to connect Chandpur with both the up and down main line steamers between Goalundo and Naraingunge by a subsidiary steamer carrying traffic of all descriptions.

(*b*).—This subsidiary steamer to start from Chandpur twice daily at such hours as will enable it to connect with the main line steamers in each direction, and to start for Chandpur on both return journeys within half an hour of the time at which the transhipment of the traffic is effected.

(*c*).—The subsidiary steamer service between Chandpur and the main line service to be subject to the penalties laid down in section 29 of this Agreement.

The Company shall, however, time the steamers so as to arrive at Naraingunge at 15-30 o'clock in the dry season, and 15 o'clock in the rains. The steamers shall leave Naraingunge at 7 o'clock in the dry season, and at 6 o'clock in the rains.

31. With the approval of the Manager, it shall be optional for the Company to divide the traffic between two steamers, one running direct between Goalundo, the station fixed by the Post Office for the Tipperah, Noakhali and Chittagong mails, Naraingunge and Cachar, and the other serving Sylhet and the intermediate stations. The Sylhet steamers to run to the time table shewn in Appendix D, and to be subject to the penalties laid down in clauses 29 and 33.

32. During the continuance of this Agreement the Company's steamers shall on every voyage duly and safely carry all mails, despatches, letters, newspapers, books, samples, service and non-service parcels, post office stores and all articles sent by post (as well as the bags or boxes in which they are conveyed) which by the Secretary of State or the Director General of Post Offices of India, or any person empowered by him to act on his behalf, shall be required to be conveyed on any voyage between any of the places aforesaid. The accommodation to be provided on the said steamers for the carriage and sorting of the mails shall be at all times suitable and sufficient.

33. In the event of the time taken on the voyage as laid down in clauses 30 and 31 being exceeded, the Company shall forfeit and pay to the Secretary of State, his successors and assigns, a penalty of Rs. 16 (Rupees sixteen only) for the first hour or any portion thereof and Rs. 6 (Rupees six only) for each subsequent hour that the steamer is delayed at such terminal station and it shall not be necessary for the Secretary of State to prove that any actual loss or damage has been sustained by reason of such delay. *Provided* that the Company shall in all questions of time be bound by the time of the clock on board of each steamer. *Provided also* that the sum-total of the penalties payable by the Company in any one year on the account shall not exceed ₹13,333 (Rupees thirteen thousand three hundred and thirty-three only), the payment whereof is secured by the bond of the Company of even date herewith hereto annexed and marked E. *Provided also* that no penalty shall be imposed upon the Company under this section except under the orders of the Director General of Post Offices, whose decision as to both the imposition of any penalty for delays and any claim for remission preferred by the Company shall be final subject only to the general control of the Government of India. And *provided also* that no penalty shall be imposed under this section unless, and until one month's notice has been given to the Company of the intention to impose such penalty, so as to enable the Company to claim a remission under the provisions of the next section of this Agreement. This notice to the Company shall be given as soon as possible after the occurrence of the delay on account of which it is proposed to impose a penalty.

34. The Company shall be entitled under special and unavoidable circumstances, which shall not be taken to include running aground or accidents to machinery, to obtain a remission of the penalties incurred on account of delay in either the upward or downward journey. The occurrence of a fog shall be accepted as a ground for the remission of a penalty on account of delay.

35. The payment to be made for the carriage of the mails, including those to Cachar which are paid for under clause 13 of the Agreement, dated 5th August 1891, between the Company and the Railway, shall be in accordance with the Government of India's Circular No. XIV Railway of 23rd May 1884, and accommodation for the Postal Department shall be given in accordance with the scale therein laid down. All questions in connection with the carriage of mails under this contract shall be settled between the Railway and the Company, the Post Office making no arrangements except through the Railway Administration.

36. The Company shall guarantee to the Secretary of State, his successors and assigns, during the continuance of this Agreement, the carriage by the Railway from Goalundo to Calcutta of 175,000 (one hundred and seventy-five thousand) chests of tea during each year. The Railway's share of the rate shall be Re. 0-7-0 per chest, provided that, if the quantity actually carried falls short of 175,000 (one hundred and seventy-five thousand), the Company shall pay Re. 0-3-3 per chest only, for such shortage.

37. The Railway shall make no charge for telegrams despatched over its wires by the Company on business connected with the combined service.

38. Card passes shall be issued from any station to any station between Goalundo and Naraingunge, to such officers and menials of the Railway, Postal, Telegraph, and Police Departments, as the Manager shall from time to time intimate. The Manager, Traffic Superintendent, Engineer-in-Chief, Store keeper, Locomotive Superintendent, and the Examiner of Accounts shall have power to issue first, second, and third class check passes from or to any station between Goalundo and Naraingunge.

39. All advertisements regarding the joint service shall be issued by, and in the name of, the Eastern Bengal State Railway, the cost of such advertisement being equally borne by both parties.

40. If any dispute, question, difference or controversy shall arise between the Railway and the Company touching these presents or any clause, matter, or thing herein contained, or the construction hereof, or anything to be done hereunder or any matter in any way connected with these presents or the operation hereof, or the rights, duties or liabilities of either party in connection with the premises, then and in every or in any such case the matter in difference shall be referred to the arbitration of two Arbitrators, one to be appointed on behalf of the Railway, and the other to be appointed on behalf of the Company or in case such Arbitrators shall not agree, then to such person as they shall, before proceeding in the matter, appoint as an Umpire. And whatever decision the said Arbitrators or the Umpire, as the case may be, shall make in the premises shall be binding on the Railway and the Company or their representatives, and this Agreement and any submission made pursuant thereto may be made a rule of any Court of competent jurisdiction, so as to be enforced thereby upon the application of either the Railway or by the Company.

SCHEDULE A.

Accepted valuation of steamers.

Names of steamers.	Date of transfer.	Valuation.			
		Cost.	Date of completion of construction from which calculated.	Depreciation at 4 per cent. per annum to 30th June 1895.	Net amount on which interest at 5 per cent. is chargeable.
		R		*R*	*R*
S. S. *Crocodile* . . .	1st July 1895.	2,46,192	8th July 1888 .	68,745	1,77,447
Furniture of above . .	Ditto .	(a) 5,233	Ditto .	1,449	3,784
S. S. *Alligator* . . .	Ditto .	2,55,833	11th November 1887	78,138	1,77,695
Furniture of above . .	Ditto .	(b) 5,630	Ditto .	1,719	3,911
S. S. *Porpoise* . . .	Ditto .	3,33,413	4th April 1892 .	43,225	2,90,188
Furniture of above . .	Ditto .	(c) 5,477	Ditto .	709	4,768

(a) See Annexure No. 1.
(b) Ditto No. 2.
(c) Ditto No. 3.

ANNEXURE No. 1 REFERRED TO IN SCHEDULE A.

Statement of Furniture, etc., belonging to Steamer "Crocodile."

PARTICULARS.		QUANTITY.		RATE.	VALUE.	REMARKS.
Description.	Sizes.	No.	Weight.			
			Cwt. qr. lb.	R a. p.	R a. p.	
Anvil	...	1	...	34 9 10 each	34 9 10	
Augers	...	6	...	1 1 0 ,,	6 6 0	
Blocks, differential, pulley	...	2	...	40 12 0 ,,	81 8 0	
Blocks, iron, single sheave	9" each	2	...	17 0 0 ,,	34 0 0	
Ditto, double sheave	10" ,,	1	...	27 0 0 ,,	27 0 0	
Ditto, ditto	14" ,,	1	...	27 0 0 ,,	27 0 0	
Ditto, ditto	12" ,,	1	...	30 0 0 ,,	30 0 0	
Ditto, treble ditto	10" ,,	1	...	45 0 0 ,,	45 0 0	
Ditto, ditto	11" ,,	1	...	45 0 0 ,,	45 0 0	
Ditto, ditto	12" ,,	1	...	54 0 0 ,,	54 0 0	
Ditto, wooden, single ditto	9" ,,	1	...	0 5 0 inch	2 3 0	
Ditto, ditto	9" ,,	1	...	0 5 0 ,,	2 13 0	
Ditto, ditto, snatch	18" ,,	1	...	0 12 0 ,,	13 8 0	
Ditto, ditto	10" ,,	1	...	0 12 0 ,,	7 8 0	
Ditto, jin	27" ,,	2	...	13 0 0 each	26 0 0	
Ditto, wooden, double sheaves	10" ,,	10	...	0 10 0 inch	62 8 0	
Ditto, ditto	9" ,,	1	...	0 10 0 ,,	5 10 0	
Bars, capstan	...	9	...	2 8 0 each	22 8 0	
Do., pinch	...	1	0 0 12	12 0 0 cwt.	1 4 6	
Do., crow	...	2	0 0 32	12 0 0 ,,	3 6 9	
Braces, ratchet	...	2	...	8 14 0 each	17 12 0	
Buoys, life	...	10	...	9 0 0 ,,	90 0 0	
Benches, garden	...	9	...	12 0 0 ,,	108 0 0	
Box, iron	21" × 20" × 15"	1	...	40 0 0 ,,	40 0 0	
Box, paper, teak wood	253/4" × 183/4" × 173/4	1	...	10 0 0 ,,	10 0 0	
Ditto, ditto	263/4" × 19" × 18"	1	...	10 0 0 ,,	10 0 0	
Buckets, iron, galvanized	...	20	...	1 15 0 ,,	38 12 0	
Ditto, wooden	...	14	...	2 0 0 ,,	28 0 0	
Benches, 1st class	...	2	...	14 0 0 ,,	28 0 0	
Binocular	...	1	...	47 0 0 ,,	47 0 0	
Bell, ship	...	1	0 0 36	91 0 0 cwt.	29 4 0	
Basins, wash-hand	...	2	...	2 8 0 each	5 0 0	
Bedsteads, or stretchers	...	3	...	8 0 0 ,,	24 0 0	
Barometers	...	2	...	54 4 0 ,,	108 8 0	
Boards, notice	...	2	...	3 0 0 ,,	6 0 0	
Ditto, designation	...	37	...	0 8 0 ,,	18 8 0	
Buckets, ash	...	4	...	2 8 0 ,,	10 0 0	
Brace, carpenter's, with 4 bits	...	1	...	4 2 0 ,,	4 2 0	
Buckets, leather	...	12	...	4 0 0 ,,	48 0 0	
Blocks iron, jin, 12"	...	2	...	8 0 0 ,,	16 0 0	
Callipers, inside	...	1	...	2 0 0 ,,	2 0 0	
Ditto, outside	...	2	...	2 0 0 ,,	4 0 0	
Capstan, with bars, complete	...	1	...	75 0 0 ,,	75 0 0	
Compass, marine	...	1	...	100 0 0 ,,	100 0 0	
Chairs, arm, folding	...	11	...	3 0 0 ,,	33 0 0	
Chair, without arm, folding	...	1	...	3 0 0 ,,	3 0 0	
Chairs, canvas and carpet	...	3	...	8 0 0 ,,	24 0 0	
Chair, rattan	...	1	...	3 8 0 ,,	3 8 0	
Chair, arm, office	...	1	...	3 8 0 ,,	3 8 0	
Coops, hen	...	4	...	25 0 0 ,,	100 0 0	
Clock or time piece	...	1	...	50 0 0 ,,	50 0 0	
Chopper, meat	...	1	...	0 12 0 ,,	0 12 0	
Chisels, of sorts	...	10	...	0 5 0 ,,	3 2 0	
Deckchies, with lids, of sorts	...	8	0 0 155½	0 12 0 lb	116 10 0	
Drilling posts	...	2	...	8 0 0 each	16 0 0	
Dies, plate	⅛—⅝ without top	1	...	7 0 0 ,,	7 0 0	
Engine, fire, hand	...	1	...	100 0 0 ,,	100 0 0	
Expander, tube	...	1	...	55 0 0 ,,	55 0 0	
Filter, large, English	...	1	...	24 0 0 ,,	24 0 0	
Forge, portable	...	1	...	80 0 0 ,,	80 0 0	
Flags, ensign, of sorts	...	2	...	6 0 0 ,,	12 0 0	
Files, of sorts	...	9	...	18 0 0 doz.	13 8 0	
Galley, cooking	...	1	...	56 0 0 each	56 0 0	
Do., native, cabin	...	2	...	20 0 0 ,,	40 0 0	
Glasses, looking	...	9	...	1 10 0 ,,	14 10 0	
Grindstone, with trough	...	1	...	...	12 8 0	
Hammers, sledge	...	2	0 1 0	30 0 0 cwt.	7 8 0	
Ditto, half	...	3	0 0 15	30 0 0 ,,	4 0 3	
Ditto, brass	...	1	0 0 12	38 8 0 ,,	4 2 0	
Ditto, coal	...	4	0 0 20	30 0 0 ,,	5 5 9	
Ditto, hand	...	3	0 0 4½	30 0 0 ,,	1 3 3	
Carried over	...	...	...	...	2,250 0 4	

ANNEXURE No. 1—*concluded.*

Statement of Furniture, etc., belonging to Steamer "Crocodile."

Particulars. Description.	Sizes.	Quantity. No.	Weight. Cwt. qr. lb.	Rate. R a. p.	Value. R a. p.	Remarks.
Brought forward	...	...	...	...	2,250 0 4	
Indicators, with box, complete	...	2	...	129 0 0 each	258 0 0	
Invalid couch, with mattress	...	1	...	20 0 0 „	20 0 0	
Jack, screw	...	1	...	113 10 0 „	113 10 0	
Knife for cutting packing	...	1	...	0 15 0 „	0 15 0	
Ladders, wooden	...	6	...	4 0 0 „	24 0 0	
Lamps, coal bunkers	...	8	...	1 8 0 „	12 0 0	
Do., hurricane, hand, kerosine	...	2	...	2 7 0 „	4 14 0	
Do., globe	...	9	...	5 0 0 „	45 0 0	
Do., wall, of sizes	...	9	...	10 12 0 „	96 12 0	
Do., mast head	...	1	...	25 0 0 „	25 0 0	
Do., side light post	...	1	...	17 8 0 „	17 8 0	
Do., star board	...	1	...	17 8 0 „	17 8 0	
Do., gauze glass	...	4	...	1 12 0 „	7 0 0	
Do., small	...	3	...	2 3 0 „	6 9 0	
Do., engine head, brass	...	8	...	9 0 0 „	72 0 0	
Leads, hand, sounding	...	4	...	1 0 0 „	4 0 0	
Measures, oil, tin	...	2	...	4 0 0 „	8 0 0	
Mattresses	...	3	...	8 0 0 „	24 0 0	
Nozzle, copper	...	1	0 0 6	0 13 0 lb	4 14 0	
Door sashes, wood	...	13	...	...	65 15 7	
Pankah with frills	...	3	...	40 0 0 each	120 0 0	
Punch, centre	...	1	...	...	0 0 6	
Pump, hand, deck	...	1	...	90 0 0 „	90 0 0	
Pins, mooring	...	6	...	4 0 0 „	24 0 0	
Pump, brass, fresh water tank	...	1	0 0 32	91 0 0 cwt.	26 0 0	
Rule, carpenter's, boxwood	...	1	...	1 4 0 each	1 4 0	
Rakes, fire	...	6	0 0 120	12 0 0 cwt.	12 13 9	
Rowlocks	...	10	0 0 25	24 8 0 „	5 7 6	
Spanners, shifting	...	4	...	6 1 0 each	24 4 0	
Do., clyburn, of sizes	...	2	...	6 0 0 „	12 0 0	
Scale, circular, W. I., spring, with hook and chain	...	1	...	10 0 0 „	10 0 0	
Scissors, lamp	...	1	...	0 13 0 „	1 10 0	
Shovels, coal	...	9	...	1 10 0 „	14 10 0	
Soldering irons	...	2	0 0 2	12 0 0 cwt.	0 8 8	
Spanners, double ended	...	14	0 0 32	0 10 0 lb	20 0 8	
Ditto, single ended	...	35	0 0 206	0 10 0 „	128 15 1	
Stocks, tap and dice	...	1 set	...	150 0 0 set	150 0 0	
Straight edges	...	2	0 0 8	35 0 0 cwt.	2 8 0	
Squizes	...	4	...	7 12 0 each	31 0 0	
Side curtains	42' × 6'—6"	2	...	49 0 0 „	98 0 0	
Ditto	22' × 6'—6"	2	...	26 0 0 „	52 0 0	
Ditto	29' × 6'—6"	1	...	34 0 0 „	34 0 0	
Ditto	26' × 6'—6"	2	...	30 0 0 „	60 0 0	
Ditto	51' × 6'—6"	2	...	60 0 0 „	120 0 0	
Ditto	49' × 6'—6"	1	...	58 0 0 „	58 0 0	
Ditto	47' × 6'—6"	1	...	54 0 0 „	54 0 0	
Plates, coppers, or thallies	...	12	0 3 12	0 9 6 lb	57 0 0	
Side curtains	36' × 6'—6"	1	...	42 0 0 each	42 0 0	
Ditto	29' × 6'—6"	1	...	23 0 0 „	23 0 0	
Ditto	44' × 6'—6"	2	...	51 0 0 „	102 0 0	
Ditto	35' × 6'—6"	1	...	41 0 0 „	41 0 0	
Ditto	48' × 6'—6"	1	...	6 0 0 „	36 0 0	
Saw, hand	...	1	...	1 11 5 „	1 11 5	
Saw, metal cutting	...	1	...	4 8 0 „	4 8 0	
Screw driver	...	1	...	0 11 0 „	0 11 0	
Slice, fire	...	6	1 2 0	12 0 0 cwt.	18 0 0	
Shears, tin	...	1	...	2 12 0 each	2 12 0	
Tanks, W. I., for water	4'×4'×4'	3	...	80 0 0 „	240 0 0	
Ditto, ditto	3'—3"×3'—3"×3'—3"	2	...	60 0 0 „	120 0 0	
Ditto, oil	3'×3'×2'	4	...	30 0 0 „	120 0 0	
Trap, wire, rat	...	1	...	1 4 0 „	1 4 0	
Tables, oval	...	3	...	10 0 0 „	30 0 0	
Table, ladies, cabin	...	1	...	5 0 0 „	5 0 0	
Tape, measuring, 100 feet	...	1	...	5 12 0 „	5 12 0	
Telescope	...	1	...	25 0 0 „	25 0 0	
Tables, dining	...	2	...	20 0 0 „	40 0 0	
Tub, bathing, zinc	...	1	...	6 0 0 „	6 0 0	
Ditto, wooden	...	1	...	3 0 0 „	3 0 0	
Thermometers	...	2	...	2 3 0 „	4 6 0	
Tongs, of sorts	...	2	0 0 3	12 0 0 cwt.	0 5 1	
Vices, bench	...	2	...	24 5 0 each	48 10 0	
Wrenches, of sizes	...	3	0 0 7	0 10 0 lb	4 6 0	
Drums, iron, galvanized, 4 gallons	...	2	...	0 12 0 each	1 8 0	
Total	...	...	...	...	5,232 10 4	

ANNEXURE No. 2 REFERRED TO IN SCHEDULE A.

Statement of Furniture, etc., belonging to Steamer "Alligator."

PARTICULARS.		QUANTITY.												REMARKS.
Description.	Sizes.	No.	Weight.				Rate.				Value.			
			Cwt.	qr.	lb		R	a.	p.		R	a.	p.	
Anvil	...	1	2	0	2		34	9	10	cwt.	69	13	6	
Augers, of sorts	...	5	...				1	1	0	each	5	5	0	
Axes, of sorts	...	3	...				2	0	0	„	6	0	0	
Blocks, wood, iron, bound	Single 10"	3	...				2	8	0	„	7	8	0	
Ditto, ditto	Double 8"	3	...				2	8	0	„	7	8	0	
Ditto, ditto	„ 10"	4	...				3	12	0	„	15	0	0	
Blocks, wood	Single 5"	4	...				1	4	0	„	5	0	0	
Ditto	„ 6"	1	...				1	8	0	„	1	8	0	
Block, iron	Double 7"	1	...				13	0	0	„	13	0	0	
Ditto	Treble 7"	1	...				16	0	0	„	16	0	0	
Wood, snatch, l. B.	„ 13"	1	...				6	0	0	„	6	0	0	
Ditto, ditto	„ 12"	1	...				4	0	0	„	4	0	0	
Block, iron	Single 9"	1	...				11	0	0	„	11	0	0	
Ditto	„ 14"	1	...				17	8	0	„	17	8	0	
Block, iron, brass sheave	„ 12"	1	0	1	8		91	0	0	cwt.	29	4	0	
Ditto, ditto	Treble 12"	1	0	1	24		91	0	0	„	42	4	0	
Benches, vice, in P. I. tables	...	½	...				24	5	0	each	48	10	0	
Bars, crow	...	1	0	0	9		12	0	0	cwt.	0	15	5	
Do., claw	...	3	0	0	24		12	0	0	„	2	9	3	
Do., pinch, iron	...	4	0	0	13		12	0	0	„	1	6	3	
Do., capstan	...	10	...				2	8	0	each	25	0	0	
Benches, double seated, 3rd class	12'—3" each	2	...				12	0	0	„	24	0	0	
Do., intermediate class, gas pattern.	6'—3" „	6	...				6	0	0	„	42	0	0	
	5'—0" „	2					3	0	0	„				
Bell, ships	...	1	0	1	2		91	0	0	cwt.	24	6	0	
Buoys, cork, life, cir.	...	10	...				9	0	0	each	90	0	0	
Do., steam M, wood	...	½	...				2	0	0	„	8	0	0	
Do., steam M, zinc	...	1	...				5	0	0	„	5	0	0	
Boards, notice, of sizes	...	5	...				3	0	0	„	15	0	0	
Boxes, wood, teak	...	2	...				8	0	0	„	16	0	0	
Buckets, galvanized, iron	...	10	...				1	15	0	„	29	1	0	
Ditto, leather, fire	...	8	...				4	0	0	„	2	0	0	
Ditto, wooden	...	7	...				2	14	0	„	14	0	0	
Ditto, iron, paint cans	...	10	...				0	4	0	„	2	8	0	
Ditto, iron, for ashes	...	2	...				1	0	0	„	2	0	0	
Barometer (aneroid)	...	1	...				54	4	0	„	54	4	0	
Binocular (marine)	...	1	...				49	0	0	„	49	0	0	
Basins, wash-hand	...	7	...				2	10	0	„	18	6	0	
Brace, joiners, hand, with 31 bits	...	1	...				10	0	0	„	10	0	0	
Do., ratchet	...	2	...				17	8	0	„	35	0	0	
Blacksmith's tools, top and bottom, of sorts.	...	7	=0	1	5½		35	0	0	cwt.	10	7	6	
Bush, driving, G. W., of sizes	...	3	=0	0	22		91	0	0	„	17	14	0	
Hammers, copper	...	2	=0	0	7		38	8	0	„	2	6	6	
Ditto, coal	...	4	=0	0	18		30	0	0	„	4	13	2	
Ditto, chipping	...	¼	=0	0	9		30	0	0	„	2	6	6	
Chisels, carpenter's	...	1	...				0	5	0	each	0	5	0	
Canon, brass, complete	...	1	0	2	20		91	0	0	cwt.	61	12	0	
Commander, wood	...	1	...				1	8	0	each	1	8	0	
Compass (dividers)	...	1	...				3	0	0	„	3	0	0	
Ditto, nautical, in box	...	1	...				1	5	0	„	1	5	0	
Chest, tools, iron	...	1	...				40	0	0	„	40	0	0	
Callipers, of sizes, in and out	...	3	...				2	0	0	„	6	0	0	
Clamps, boilermaker's	...	2	0	0	22		24	8	0	cwt.	4	13	0	
Chairs, arm, teakwood	...	15	...				3	8	0	each	58	8	0	
Do., folding, teakwood	...	10	...				3	0	0	„	30	0	0	
Do., easy teakwood	...	5	...				10	0	0	„	50	0	0	
Do., canvas deck	...	2	...				10	0	0	„	20	0	0	
Coops, hen, wood	...	3	...				25	0	0	„	75	0	0	
Punches, centre	...	1	0	0	0½		28	0	0	cwt.	0	14	0	
Couch, lounging, cane	...	1	...				2	8	0	each	2	8	0	
Do., invalid, teakwood	...	1	...				10	0	0	„	10	0	0	
Dekchies, copper, with lids	...	8	1	1	12		0	12	0	lb	114	0	0	
Drums, oil, iron, fitted with locks	...	3	...				8	0	0	each	24	0	0	
Engine, fire, with fittings	...	1	...				150	0	0	„	150	0	0	
Expanders, tube	...	1	...				50	3	0	„	50	3	0	
Bolts, eye, of sorts	...	11	=0	0	24		20	0	0	cwt.	4	4	6	
Forge, portable	...	1	...				80	0	0	each	80	0	0	
Feeders, oil, tin	...	4	...				0	14	0	„	3	8	0	
Carried over	...	...	...								1,628	7	1	

ANNEXURE No. 2—continued.

Statement of Furniture, etc., belonging to Steamer "Alligator."

Particulars. Description.	Sizes.	Quantity. No.	Weight.	Rate.	Value.	Remarks.
			Cwt. qr. lb	£ a. p.	£ a. p.	
Brought forward	...	...	...	...	1,628 7 1	
Flatners, smith's	...	2	= 0 0 8	35 0 0 cwt.	2 8 0	
Fire irons, of sorts	...	22	= 5 2 1	12 0 0 „	66 1 9	
Filters, water	...	3	...	24 0 0 each	72 0 0	
Flag, of sorts and sizes	...	3	...	4 0 0 „	12 0 0	
Fid, wooden, sailmaker's	...	1	...	6 4 0 „	0 4 0	
Glass, telescopic, marine	...	1	...	6 4 0 „	6 4 0	
Glasses, looking	...	8	...	11 10 0 „	93 0 0	
Galley, cabin, N., cooking	...	2	...	20 0 0 „	40 0 0	
Stove, English	...	1	...	50 0 0 „	50 0 0	
Hook, chain, iron	...	7	0 0 19	12 0 0 cwt.	2 0 6	
Hammers, sledge	...	3	0 1 2	30 0 0 „	8 0 6	
Do., hand	...	1	= 0 0 4	30 0 0 „	1 1 2	
Hammers, scaling	...	10	0 0 17	30 0 0 „	4 8 9	
Hook, boat, with pole	...	1	...	3 0 0 each	3 0 0	
Hammer, smithy	...	1	0 0 3	30 0 0 cwt.	0 12 10	
Hooks, packing, of sorts	...	10	= 0 0 4	12 0 0 „	0 0 9	
Indicators (Richard's patent, complete in box)	...	2	...	100 0 0 each	200 0 0	
Jack, screw, traversing	...	1	...	113 10 0 „	113 10 0	
Jolly boat cover, canvas	...	1	...	100 0 0 „	100 0 0	
Ditto awning, stanchion	...	1	...	2 0 0 „	2 0 0	
Knives (scraper)	...	5	...	0 8 0 „	2 8 0	
Kadalies	...	2	...	1 0 0 „	2 0 0	
Lamps, Hink's, duplex, wall	...	12	...	10 12 0 „	129 0 0	
Do., glove glass	...	10	...	8 0 0 „	80 0 0	
Do., punkah protector	...	10	...	14 0 0 „	140 0 0	
Do., hurricane hand	...	8	...	2 7 0 „	19 0 0	
Do., glove, & watch, copper, glass	...	9	...	8 0 0 „	72 8 0	
Do., engine room, brass	...	8	...	7 8 0 „	60 0 0	
Do., hand, tin	...	4	...	5 10 0 „	22 18 0	
Do., bull's eye, small	...	1	...	4 12 0 „	1 2 0	
Do., triangular, boiler, tins	...	5	...	1 8 0 „	7 0 0	
Do., regulation, side	...	2	...	35 0 0 „	70 0 0	
Do., telegraph, brass	...	4	...	5 0 0 „	20 0 0	
Do., tin, hand, coal bunkers	...	9	...	1 8 0 „	13 8 0	
Do., mast, head, regulation	...	1	...	42 8 0 „	42 18 0	
Leads, hand (sounding)	...	2	...	0 14 0 „	1 2 0	
Ladders, wood	...	2	...	6 0 0 „	12 0 0	
Measures, coal, iron	...	2	...	2 0 0 „	4 0 0	
Ditto, oil tin, 1 gallon	...	1	...	1 2 0 „	1 2 0	
Ditto, oil, tin, ½ gallon	...	1	...	1 2 0 „	1 2 0	
Mooring pins, wood	...	5	...	4 0 0 „	20 0 0	
Nozzels, copper	...	2	0 0 8	0 13 0 lb	6 8 0	
Plain, Jack, carpenter's	...	1	...	2 0 0 each	2 0 0	
Pillows, cabin, canvas	...	3	...	1 0 0 „	3 0 0	
Plates or thallies, copper	...	12	Md. sr. ch. = 1 17 0	1 8 0 seer	85 8 0	
Poles, punkah, with fringes	...	7	...	25 0 0 each	175 0 0	
Punches, chain, shackles	...	1	Cwt. qr. lbs. =0 1 22	12 0 0 cwt.	5 5 0	
Planks, stage, of sizes	20'—4" each = 8'—4".	4	=81'—4"	0 11 0 foot	33 14 8	
			Cwt. qr. lb			
Pump, dock, without pipe	...	1	...	50 0 0 each	50 0 0	
Purdahs, jail made for door	...	9	...	3 4 0 „	28 12 0	
Ditto, green rep, windows	3' each	2	...	6 0 0 „	12 0 0	
Frame, tarifi	1'—10"	1	...	2 0 0 „	2 0 0	
Rope, wire, steel	½" coil	1	= 1 0 20	21 0 0 cwt.	24 12 0	
Rowlocks, boat, iron	...	13	= 0 1 2	24 0 0 „	6 7 0	
Rods, purdahs, brass	...	4	= 0 0 8½	42 0 0 „	0 7 0	
Spanners, double ends (sorts)	...	14	0 0 24	21 8 0 „	3 3 0	
Ditto, single ends, of sorts	...	34	1 2 18	24 8 0 „	5 4 0	
Ditto, ring, and closed square, hexagon and octagon strap.	...	13	= 1 2 4	24 8 0 „	40 11 0	
Spanners, half, ring	...	2	= 0 1 4	24 8 0 „	7 0 0	
Ditto, claw	...	2	= 0 0 16	24 8 0 „	3 8 0	
Ditto, clyburn	...	1	...	6 0 0 each	6 0 0	
Wrenches, box, of sorts	...	6	0 1 12	24 8 0 cwt.	8 12 0	
Ditto, screw, spanner	...	2	...	6 0 0 each	12 0 0	
Sets, steel, of sorts	...	4	0 0 12	35 0 0 cwt.	3 12 0	
Scrapers, triangular	...	5	...	0 12 0 each	3 12 0	
Salamoniac pot, copper	...	1	...	4 0 0 „	4 0 0	
Scrapers for tubes	...	2	= 0 0 14	12 0 0 cwt.	1 8 0	
Do., steel, of old files	...	9	...	0 8 0 each	4 8 0	
Carried over	...	...	...	...	3734 8 9	

ANNEXURE No. 2—*concluded.*

Statement of Furniture, etc., belonging to Steamer "Alligator."

Particulars. Description.	Sizes.	Quantity. No.	Weight. Cwt. qr. lbs.	Rate. £ a. p.	Value. £ a. p.	Remarks.
Brought forward	...	...	...	...	3,734	
Steel yard, complete	...	1	...	50 0 0 each	50 0 0	
Spikes, marline, iron	...	3	...	0 8 0 „	1 8 0	
Saw, carpenter's, hand	...	1	...	1 8 0 „	1 8 0	
Do., (bow), metal	...	1	...	14 0 0 „	14 0 0	
Do., blade, spare	...	3	...	1 0 0 „	3 0 0	
Scriber, steel	...	1	0 0 0½	28 0 0 cwt.	0 0 6	
Scissors, lamp, iron	...	2	...	0 13 0 each	1 10 0	
Shears, tin, steel	...	1	...	2 12 0 „	2 12 0	
Sotties, with cushion, I. V.	...	4	...	20 0 0 „	80 0 0	
Soldering tools, copper	...	2	...	0 8 0 „	1 0 0	
Wedges, steel	...	4	0 0 6	28 0 0 cwt.	1 8 0	
Wheels, brass, punkah	...	3	...	2 0 0 each	6 0 0	
Stage, landing, wood	25′×2′—4″	1	=58′ 4″	1 2 0 foot	65 10 0	
Balance, spring, Salter's	...	1	...	5 0 0 each	5 0 0	
Side curtain, canvas, for upper and lower decks, and E. R.	51′	1	...	58 0 0 „	58 0 0	
Ditto ditto	27′—9″	1	...	31 0 0 „	31 0 0	
Ditto ditto	21′—4″	1	...	24 0 0 „	24 0 0	
Ditto ditto	22′—6″	1	...	25 0 0 „	25 0 0	
Ditto ditto	30′—0″	1	...	35 0 0 „	35 0 0	
Ditto ditto	51′—0″	1	...	58 0 0 „	58 0 0	
Ditto ditto	17′—0″	1	...	20 0 0 „	20 0 0	
Ditto ditto	23′—4″	1	...	27 0 0 „	27 0 0	
Ditto ditto	38′—0″	1	...	44 0 0 „	44 0 0	
Ditto ditto	38′—0″	1	...	44 0 0 „	44 0 0	
Ditto ditto	29′—9″	1	...	34 0 0 „	34 0 0	
Ditto ditto	39′—6″	1	...	45 0 0 „	45 0 0	
Ditto ditto	39′—0″	1	...	45 0 0 „	45 0 0	
Ditto ditto	16′—4″	1	...	19 0 0 „	19 0 0	
Ditto ditto	17′—0″	1	...	20 0 0 „	20 0 0	
Ditto ditto	45′—7″	1	..	52 0 0 „	52 0 0	
Ditto ditto	30′—2″	1	...	35 0 0 „	35 0 0	
Ditto ditto	32′—0″	1	...	37 0 0 „	37 0 0	
Ditto ditto	29′—0″	1	..	34 0 0 „	34 0 0	
Ditto ditto	22′—8″	1	...	26 0 0 „	26 0 0	
Ditto ditto	20′—4″	1	...	24 0 0 „	24 0 0	
Ditto ditto	15′—0″	1	...	18 0 0 „	18 0 0	
Ditto ditto	13′—0″	1	...	15 0 0 „	15 0 0	
Stretchers, canvas	6′—8″=2 7′—2″=2	4	...	8 0 0 „	32 0 0	
Screw drivers	...	2	...	1 0 0 „	2 0 0	
Straight edges	...	1	...	2 0 0 „	2 0 0	
	height. breadth.					
Sails, canvas, jolly boat	22′—3″ & 17′—3″	1	...	64 0 0 „	64 0 0	
Awning, ditto	18′—0″ & 6′—0″	1	...	20 0 0 „	20 0 0	
Square, steel	...	1	...	7 12 0 „	7 12 0	
Plate, surface	...	1	...	4 0 0 dozen	0 5 4	
Safe, meat	...	1	...	8 0 0 each	8 0 0	
Tonany's steel	...	1	...	2 0 0 „	2 0 0	
	long. height.					
Tank, iron, for water and oil, of sizes	8′ & 3′—1″	1	...	50 0 0 „	50 0 0	
	height. cir.					
Ditto ditto	4′—2″ & 11′—0″	1	...	50 0 0 „	50 0 0	
	large.					
Ditto ditto	3′—2″ & 3′—1″	1	...	50 0 0 „	50 0 0	
Ditto ditto	4′—2″ & 2′—3″	1	...	50 0 0 „	50 0 0	
	cir.					
Ditto ditto	3′—0″ & 6′—2″	1	...	50 0 0 „	50 0 0	
Ditto ditto	3′—0″ & 6′—2″	1	...	50 0 0 „	50 0 0	
	breadth.					
Ditto ditto	2′—1″ & 2′—1″	1	...	50 0 0 „	50 0 0	
Ditto ditto	1′—6″ & 1′—6″	1	...	50 0 0 „	50 0 0	
	large. height.					
Ditto ditto	4′—2″ & 2′—0″	1	...	50 0 0 „	50 0 0	
Time pieces	...	2	...	40 0 0 „	80 0 0	
Measures, tape, 100 feet	...	1	...	5 12 0 „	5 12 0	
Taps and dice, complete, box	...	1	...	150 0 0 „	150 0 0	
Tongs, blacksmith's, of sorts	...	5	0 0 13	12 0 0 cwt.	1 6 4	
Troughs, tin, oil	...	13	...	0 4 0 each	3 4 0	
Tables, wood, of sizes	...	7	...	5 0 0 „	35 0 0	
Thermometer	...	1	...	2 3 0 „	2 3 0	
Tubs, wash, wooden	...	2	...	3 0 0 „	6 0 0	
Tables, wash-hand	...	3	...	6 0 0 „	18 0 0	
Vice, hand	...	1	...	2 0 0 „	2 0 0	
Total	...	...	...	...	5,629 11 11	

ANNEXURE No. 3 REFERRED TO IN SCHEDULE A.

Statement of Furniture, etc., belonging to Steamer "Porpoise."

PARTICULARS.		QUANTITY.					REMARKS.
Description.	Sizes.	No.	Weight.	Rate.	Value.		
			Cwt. qr. lbs.	R a. p.	R a. p.		
Buoys, life, cork	...	11	...	9 0 0 each	99 0 0		
Do., kedge, zinc	...	3	...	5 0 0 ,,	15 0 0		
Do., wood (kedge)	...	4	...	2 0 0 ,,	8 0 0		
Boxes, stationery, teakwood	...	2	...	8 0 0 ,,	16 0 0		
Boards, notice	...	6	...	3 0 0 ,,	18 0 0		
Do., designation	...	66	...	4 0 0 ,,	264 0 0		
Blocks, single sheave (iron)	9"	2	...	10 0 0 ,,	20 0 0		
Ditto, ditto, (wood)	11"	1	...	0 8 0 inch	5 8 0		
Ditto, ditto, ditto	10"	2	...	0 5 0 ,,	0 4 0		
Ditto, ditto, ditto	8"	1	...	0 5 0 ,,	2 8 0		
Ditto, ditto, ditto	4"	3	...	0 4 0 ,,	3 0 0		
Ditto, ditto, ditto	9"	1	...	0 6 0 ,,	3 6 0		
Ditto, double, ditto	12"	2	...	0 14 0 ,,	21 0 0		
Ditto, ditto, ditto	6"	2	...	0 10 0 ,,	11 4 0		
Ditto, ditto, ditto	8"	1	...	0 10 0 ,,	5 0 0		
Ditto, ditto, ditto	7"	2	...	0 10 0 ,,	8 12 0		
Ditto, ditto, ditto	5"	2	...	0 8 0 ,,	5 0 0		
Ditto, ditto, ditto	11"	2	...	0 14 0 ,,	19 4 0		
Ditto, ditto, ditto	10"	2	...	0 10 0 ,,	12 8 0		
Ditto, ditto, ditto	6"	4	...	0 10 0 ,,	22 8 0		
Curtain, canvas	48'—0" × 7'—0"	1	...	56 0 0 each	56 0 0		
Ditto	47'—0" × 7'—0"	1	...	55 0 0 ,,	55 0 0		
Ditto	23'—8" × 6'—6"	1	...	26 0 0 ,,	26 0 0		
Ditto	31'—10" × 6'—6"	1	...	36 0 0 ,,	36 0 0		
Ditto	37'—3" × 6'—6"	1	...	45 0 0 ,,	45 0 0		
Ditto	35'—6" × 6'—6"	1	...	40 0 0 ,,	40 0 0		
Ditto	63'—0" × 6'—6"	1	...	71 0 0 ,,	71 0 0		
Ditto	46'—0" × 6'—6"	1	...	52 0 0 ,,	52 0 0		
Ditto	62'—0" × 6'—6"	1	...	70 0 0 ,,	70 0 0		
Ditto	30'—0" × 6'—6"	1	...	34 0 0 ,,	34 0 0		
Ditto	29'—6" × 6'—6"	1	...	33 8 0 ,,	33 8 0		
Covers, hatch, canvas	9'—6" × 8'—6"	2	...	13 0 0 ,,	26 0 0		
Do., funnel, do.	16'—0" × 4'—0"	2	...	14 0 0 ,,	28 0 0		
Couch, invalid (T. wood)	...	1	...	10 0 0 ,,	10 0 0		
Covers, Holland	...	12	...	2 4 0 ,,	27 0 0		
Curtains, mosquito	...	4	...	6 4 0 ,,	25 0 0		
Caboos or stoves, cooking	...	2	...	20 0 0 ,,	40 0 0		
Ditto ditto	...	1	...	50 0 0 ,,	50 0 0		
Blocks, snatch	15"	1	...	0 12 0 inch	11 4 0		
Buckets, galvanized, water	...	13	...	1 15 0 each	25 3 0		
Do., wood, do.	...	12	...	2 0 0 ,,	24 0 0		
Bars, claw or crow (iron)	...	2	} 0 2 9	12 0 0 cwt.	6 15 5		
Do., pinch do.	...	2					
Buniack, brass, with lamps	...	1	...	50 0 0 each	50 0 0		
Barometer, marine	...	1	...	54 4 0 ,,	54 4 0		
Burners with hand (tin)	...	2	...	0 8 0 ,,	1 0 0		
Brackets, brass, hand, for kerosine	...	11	0 1 12½	91 0 0 cwt.	33 12 4		
Balance, Salter's spring, brass	...	1	...	5 0 0 each	5 0 0		
Bell, ships, brass	...	1	0 2 4	91 0 0 cwt.	48 12 0		
Compass, card	...	1	...	3 0 0 each	3 0 0		
Commander, wood	...	5	...	1 8 0 ,,	7 8 0		
Commodes, with E pans	...	2	...	8 0 0 ,,	16 0 0		
Canisters, oil (tin)	...	2	...	1 0 0 ,,	2 4 0		
Cans, oil (tin)	...	2	...	1 2 0 ,,	2 4 0		
Chairs, easy (C. seat)	...	7	...	10 0 0 ,,	70 0 0		
Do., arm (T. wood)	...	6	...	3 8 0 ,,	21 0 0		
Do., folding or camp (B. seat)	...	18	...	3 0 0 ,,	54 0 0		
Curtains, canvas	31'—0" × 6'—6"	3	...	35 0 0 ,,	105 0 0		
Ditto	47'—6" × 7'—0"	2	...	55 0 0 ,,	110 0 0		
Ditto	48'—0" × 7'—0"	2	...	56 0 0 ,,	112 0 0		
Ditto	29'—0" × 6'—6"	2	...	33 0 0 ,,	66 0 0		
Ditto	25'—0" × 6'—6"	1	...	28 0 0 ,,	28 0 0		
Ditto	48'—6" × 7'—0"	1	...	56 0 0 ,,	56 0 0		
Drums, oil, with brass lock	5 gallons exact	2	...	6 0 0 ,,	12 0 0		
Daws, country, or bill hooks	...	2	...	1 0 0 ,,	2 0 0		
Degchies, with lids (copper)	...	10	0 3 25	0 12 0 lb.	8 4 12		
Frames (*R. Tariff*)	22" × 19"	2	...	2 8 0 each	5 0 0		
Do., route Map, E. B. S. Ry.	21" × 17"	1	...	2 8 0 ,,	2 8 0		
Do., (re-meal notice)	19" × 14", and 17" × 12"	2	...	2 0 0 ,,	4 0 0		
Carried over	...	...	...	...	2,309 12 9		

ANNEXURE No. 3—continued.

Statement of Furniture, etc., belonging to Steamer "Porpoise."

Particulars. Description.	Sizes.	Quantity. No.	Weight. Cwt. qr. lbs.	Rate. £ s. d.	Value. £ s. d.	Remarks.
Brought forward	...	...	...	...	2,309 12 9	
Filters, carbon, water	...	3	...	24 0 0 each	72 0 0	
Feeder, oil, tin	...	1	...	0 14 0 ,,	0 14 0	
Glasses, looking	...	9	...	11 10 0 ,,	104 10 0	
Lamps, hurricane, hand	...	8	...	2 7 0 ,,	19 8 0	
Do., wall, duplex	...	11	...	10 12 0 ,,	118 4 0	
Do., square, hand, tin	...	1	...	2 4 0 ,,	2 4 0	
Do., regulations (copper), R. and G.	...	2	...	60 0 0 ,,	120 0 0	
Do., mast, head (copper)	...	1	...	42 8 0 ,,	42 8 0	
Do., telegraph, brass	...	2	...	5 0 0 ,,	10 0 0	
Do., anchor, watch, tin	...	3	...	15 0 0 ,,	45 0 0	
Do., yardarm (copper)	...	1	...	40 0 0 ,,	40 0 0	
Do., of sorts, tin	...	5	...	5 9 0 ,,	27 13 0	
Ladles, soup	...	1	...	3 0 0 ,,	3 0 0	
Do., sauce	...	2	...	1 0 0 ,,	3 0 0	
Leads, hand, sounding	...	8	...	1 0 0 ,,	8 0 0	
Mattresses, coir	...	13	...	10 at 8 0 0 ,, 3 at 10 0 0 ,,	110 0 0	
Mill, coffee, hand	...	1	...	2 8 0 ,,	2 8 0	
Napkins, table	...	5	...	1 14 0 ,,	9 6 0	
Nozzles, for I. stores pump (copper)	...	1	0 0 5	0 13 0 lb.	4 1 0	
Pumps, goose necked	...	2	0 1 2	38 8 0 cwt.	10 5 0	
Do., lift and force	...	1	...	150 0 0 each	150 0 0	
Pillows	...	2	...	0 12 0 ,,	1 8 0	
Pins, mooring	...	2	...	4 0 0 ,,	8 0 0	
Poles, pennkah, of sizes (T. wood, with 4 frills)	...	4	...	15 0 0 ,,	60 0 0	
Rowlocks	...	10	0 0 22½	24 8 0 cwt.	4 14 9	
Seats, reversible back	...	2	...	10 0 0 each	20 0 0	
Do., garden (intermediate class)	...	9	...	10 0 0 ,,	90 0 0	
Sheets, bed, linen	...	6	...	1 8 0 ,,	9 0 0	
Stretchers, canvas	...	4	...	8 0 0 ,,	32 0 0	
Side board (T. wood)	4'—3"×2'—0"×2'—9"	1	...	30 0 0 ,,	30 0 0	
Ditto, ditto	4'—3"×1'—9"×3'—2"	1	...	30 0 0 ,,	30 0 0	
Stanchions, awning, jolly boat	...	3	...	2 0 0 ,,	6 0 0	
Spikes, marline, hand	...	2	...	2 0 0 ,,	4 0 0	
Stanchions, for gangway	...	6	0 2 7	24 8 0 cwt.	13 12 6	
Scrapers, triangular	...	7	...	0 12 0 each	5 4 0	
Saver oil	...	1	...	2 4 0 ,,	2 4 0	
Scissors, lamp	...	1	...	0 13 0 ,,	0 13 0	
Stand, binnacle	...	1	...	20 0 0 ,,	20 0 0	
Tables, teakwood	...	5	...	5 0 0 ,,	25 0 0	
Do., wash-hand	...	5	...	6 0 0 ,,	30 0 0	
Time piece No. 377	...	1	...	40 0 0 ,,	40 0 0	
Tubs, wash-hand	...	3	...	1 8 0 ,,	4 8 0	
Tank, iron, fresh water	5'×15"×3'—6" (triangular).	1	...	45 0 0 ,,	45 0 0	
Ditto, ditto	7'×4'×4'	1	...	100 0 0 ,,	100 0 0	
Ditto, ditto	5'×5'×—6"	1	...	80 0 0 ,,	80 0 0	
Ditto, ditto	5'×5'×2'—6"	1	...	80 0 0 ,,	80 0 0	
Traps, wooden, for rats	...	2	...	0 12 0 ,,	1 4 0	
Thallies, copper	...	18	...	...	12 6 0	
Engine Room.						
Anvil, with W. stand	...	1	1 0 23	34 9 10 cwt.	41 11 4	
Block, differential, pulley	3 tons	1	...	40 12 0 each	40 12 0	
Ditto, ditto	2 ,,	1	...	40 12 0 ,,	40 12 0	
Ditto, ditto	15 cwt.	1	...	40 12 0 ,,	40 12 0	
Buckets, ash, of sizes	...	6	...	4 12 0 ,,	28 8 0	
Bars, claw	...	2	0 0 16	12 0 0 cwt.	1 11 6	
Bar, steel, tommy	...	1	...	2 0 0 each	2 0 0	
Callipers, inside	...	1	...	2 0 0 ,,	2 0 0	
Do., outside	...	1	...	2 0 0 ,,	2 0 0	
Cans, oil, tin	...	4	...	1 2 0 ,,	4 8 0	
Counters, H., patent	...	2	...	76 0 0 ,,	152 0 0	
Feeders, oil, tin	...	15	...	0 14 0 ,,	13 2 0	
Carried over	...	...	...	...	4,338 8 10	

ANNEXURE No. 3—*concluded.*

Statement of Furniture, etc., belonging to Steamer "Porpoise."

Particulars.		Quantity.		Rate.	Value.	Remarks.
Description.	Sizes.	No.	Weight.			
			Cwt. qr. lbs.	R a. p.	R a. p.	
Brought forward	...	...	...	...	4,338 8 10	
Engine Room—concluded.						
Funnels, oil	...	3	...	0 4 0 each	0 12 0	
Gauge, compound	...	1	...	40 13 0 „	40 13 0	
Grindstone, complete	15"	1	...	16 0 0 „	16 0 0	
Jacks, screw, bottle, of sizes	...	3	...	113 10 0 „	340 14 0	
Kadalies	...	4	...	1 0 0 „	4 0 0	
Lamps, kerosine, square. for E. room, brass	...	8	...	2 3 0 „	17 8 0	
Lamps, hand, of sorts, tin	...	5	...	5 9 0 „	27 13 0	
Do., coal bunker, tin	...	5	...	1 8 0 „	7 8 0	
Measure, oil, 1 gallon (copper)	...	1	...	7 2 0 „	7 2 0	
Ditto, ½ ditto	...	1	...	3 8 0 „	3 8 0	
Ditto. ¼ ditto	...	1	...	3 8 0 „	3 8 0	
Plane, carpenter's, jack, with B. complete	...	1	...	2 0 0 „	2 0 0	
Posts, drilling, of sorts	...	2	...	6 0 0 „	12 0 0	
Rule, foot (wood)	...	1	...	1 4 0 „	1 4 0	
Do., (steel)	...	1	...	0 12 8 „	0 12 8	
Rakes, fire	...	10	1 2 17	12 0 0 cwt.	19 13 2	
Spanners, of sorts and sizes (single ended)	...	56	3 0 8	0 10 6 lb.	215 0 0	
Ditto, ditto (double ended)	...	2	0 0 2	0 10 0 „	1 4 0	
Spanners, clyburn, of sizes	...	2	...	6 0 0 each	12 0 0	
Shovels, coal	...	14	...	1 10 0 „	22 12 0	
Shears, tin	...	1	...	2 11 9 „	2 11 9	
Savers, oil, tin or trays, of sizes	...	7	...	2 4 0 „	15 12 0	
Saver, oil, fitted with grating	...	1	...	2 4 0 „	2 4 0	
Straight edges, steel	...	2	...	2 0 0 „	4 0 0	
Squares, carpenter's	...	1	...	1 6 0 „	1 6 0	
Swages, smith's	...	3	0 0 18	35 0 0 cwt.	5 10 0	
Tanks, oil, fitted with brass cocks	2'—2" × 15" × 4'	2	...	10 0 0 each	20 0 0	
Ditto ditto	3' × 14" × 2'	1	...	10 0 0 „	10 0 0	
Tank, tallow	2' × 14" × 2'	1	...	10 0 0 „	10 0 0	
Types, from A to Z, steel, in a box	...	set 1	...	5 11 0 set	5 11 0	
Time piece No. 391	...	1	...	40 0 0 each	40 0 0	
Taps and dies complete, in a box	...	set 1	...	150 0 0 „	150 0 0	
Vices, bench	...	2	...	24 5 0 „	48 10 0	
Do., hand	...	1	...	2 0 0 „	2 0 0	
Wrenches, box, of sorts and sizes	...	6	0 0 102	0 10 0 lb.	63 12 0	
Worms, packing	...	2	0 0 0½	28 0 0 cwt.	0 2 8	
Total	...	...	...	...	5,476 12 1	

SCHEDULE B.

Table of accepted Distances.

From	To	Mean distance.
Goalundo	Archa	14
Ditto	Paridpur	20
Ditto	Jelaldi*	32
Ditto	Moynat	36
Ditto	Kadirpur	43
Ditto	Tarpasa	52
Ditto	Hasarkandi	55
Ditto	Bohar	58
Ditto	Karticlipur	68
Ditto	Shatnal	90
Ditto	Chandpur	...
Ditto	Kamola Ghát	99
Ditto	Naraingunge	104

* At present closed for traffic.

The Bond referred to as marked C.

KNOW all Men by these presents that the India General Steam Navigation Company, Limited, a Joint Stock Company registered under the provisions of Act XIX of 1857, carrying on business at No. 4, Fairlie Place, Calcutta, and elsewhere in India, hereinafter called the Company, are held and firmly bound unto the SECRETARY OF STATE FOR INDIA IN COUNCIL (hereinafter called the Secretary of State) in the sum of Rs. 1,500, (Rupees one thousand five hundred only), to be paid to the Secretary of State, his successors in office and assigns, or his or their certain attorney or attorneys, for which payment, well and truly to be made the Company bind themselves, their successors and assigns, jointly and severally, firmly by these presents sealed with their seal, dated this 28th day of June 1895. And the Company do for themselves, their successors and assigns covenant with the Secretary of State, his successors in office and assigns, that if any suit shall be brought touching the subject-matter of this obligation or the condition hereunder written in any Court subject to a High Court, the same shall and may at the instance of the Secretary of State, his successors in office or assigns, be removed into, tried and determined by the High Court of Judicature at Fort William in Bengal in its Extraordinary Original Civil Jurisdiction.

WHEREAS by an Agreement of even date herewith made between the Company, of the one part, and the Secretary of State, of the other part, it is agreed (*inter alia*) that the Company shall at all times during the continuance of the said Agreement, now in recital provide, maintain and keep in complete repair and readiness for the purpose of conveying all the mails of Her Majesty's Government and the Postal Officers therein mentioned, as therein provided, a sufficient number of good and efficient steamers of adequate tonnage for the line of communication therein and hereinafter described, upon the terms and conditions therein contained; and WHEREAS it is provided by section 29 of the said Agreement that the Company shall maintain a line of communication by such steamers as aforesaid, between the stations of Naraingunge and Goalundo. Such communication and service shall be performed in each direction between the said stations daily and every day including Sundays, and that for every failure to start a steamer from each of the proper terminal stations of departure on any day, the Company shall forfeit and pay to the Secretary of State, his successors and assigns, the sum of Rs. 250 (Rupees two hundred and fifty only) and WHEREAS it has been agreed, between the Company and the Secretary of State, that the payment of the said sum of Rs. 1,500 (Rupees one thousand five hundred only) shall be secured by the above-written bond of the Company; and WHEREAS the above-written bond has been entered into by the Company with the Secretary of State under the orders of the Government of India and is intended to secure the performance of a public act in which the public are interested, within the meaning of the exception to section 74 of Act IX of 1872 being the Indian Contract Act. NOW THE CONDITION OF THE ABOVE-WRITTEN BOND is such, that if the Company do and shall establish and maintain a line of communication by the abovementioned steamers between the stations of Naraingunge and Goalundo and shall further perform such communication and service in each direction, between the said stations daily, and every day including Sunday, and if the Company shall for every failure to start a steamer from each of the proper terminal stations of departure on any day, forfeit and pay to the Secretary of State, his successors and assigns, the sum of Rupees 250, then the

above-written bond shall be void and of no effect, otherwise the same shall be and remain in full force and virtue.

APPENDIX D.

Timing of Sylhet Steamer.

	Dry Season.		Rains.		
Naraingunge to Goalundo—					
Naraingunge	...	20·30	...	20·30	
Kamola Ghât	21·10	21·20	21·00	21·10	
Shatnol*	22·0	22·10	21·40	21·50	
Chandpur*	24·00	5·0	23·00	4·00	
Kartickpur	6·40	7·0	6·00	6·10	
Bohar	8·30	8·40	8·00	8·10	(By Cachar Steamers).
Nuria	7·30	7·40	6·50	7·00	
Jobsa	8·10	8·20	7·40	7·50	
Hasarkandi	9·00	9·10	8·40	8·50	
Sousa Khail	10·00	10·15	9·50	10·00	
Tarpassa	11·20	11·30	11·20	11·30	
Kadirpur	12·40	12·50	12·50	13·00	
Moynat	13·20	13·30	13·30	13·40	
Jelaldi†	15·30	15·40	15·50	16·00	
Faridpur	16·30	16·40	16·50	17·00	
Archa	18·10	18·20	18·30	18·40	
Goalundo	19·00	...	19·30	...	
Goalundo to Naraingunge—					
Goalundo	...	6·30	...	6·30	
Archa	7·20	7·30	7·20	7·30	
Faridpur	8·00	8·20	7·50	8·10	
Jelaldi†	9·10	9·30	8·30	9·10	
Moynat	9·50	10·00	9·30	9·40	
Kadirpur	11·30	11·50	11·00	11·20	
Tarpassa	12·40	13·00	12·10	12·30	
Sousa Khail	13·50	14·10	13·10	13·30	
Hasarkandi	14·30	14·50	13·50	14·10	
Jobsa	15·20	15·30	14·30	14·40	
Nuria	16·00	16·10	15·00	15·10	
Bohar	11·30	11·40	11·00	11·10	(By Cachar Steamers.)
Kartickpur	17·00	17·20	15·40	16·00	
Chandpur*	19·00	19·30	17·30	18·00	
Shatnol*	21·30	21·40	20·30	20·40	
Kamola Ghât	22·30	22·40	21·30	21·40	
Naraingunge	23·3	...	22·30	...	

* When one of the two stations marked with an asterisk is fixed as the station for the mails of Tipperah, Noakhali and Chittagong, it need not be included in the list of stations for the Sylhet steamer.
† At present closed for traffic.

The Bond referred to as marked E.

KNOW ALL MEN by these presents that the INDIA GENERAL STEAM NAVIGATION COMPANY, LIMITED, a Joint Stock Company registered under the provision of Act XIX of 1857, carrying on business at No. 4, Fairlie Place, Calcutta, and elsewhere in India, hereinafter called the Company, are held and firmly bound unto the SECRETARY OF STATE for INDIA in COUNCIL (hereinafter called the Secretary of State) in the sum of Rs. 13,333 (Rupees thirteen thousand three hundred and thirty-three only) to be paid to the Secretary of State, his successors in office and assigns, or his or their certain attorney or attorneys, for which payment, well and truly to be made the Company bind themselves, their successors and assigns, jointly and severally, firmly by these presents sealed with their seal, dated this 28th day of June 1895. AND the Company do for themselves, their successors and assigns covenant with the Secretary of State, his successors in office and assigns that if any suit shall be brought touching the subject matter of this obligation or the condition hereunder written, in any Court subject to a High Court, the same shall and may at the instance of the Secretary of State be removed into, tried and determined by the High Court of Judicature at Fort William in Bengal in its Extraordinary Original Civil Jurisdiction.

WHEREAS by an Agreement of even date herewith and made between the Company of the one part, and the Secretary of State of the other part, it is agreed (*inter alia*) that the Company shall at all times during the continuance of the said Agreement now in recital provide, maintain and keep in complete repair and readiness for the purpose of conveying

all the mails of Her Majesty's Government and the Postal Officers therein mentioned and as therein provided a sufficient number of good and efficient steamers of adequate tonnage for the line of communication therein and hereinafter described, upon the terms and conditions therein contained; and WHEREAS it is provided, by section 33 of the said Agreement that if on the line of communication therein mentioned any steamer either on the upward or downward voyage shall not at the times specified in clause 30 of the said Agreement or in the time table for the time being in force, reach the terminal station of Goalundo or Naraingunge, the Company shall from the date of execution of the said Agreement now in recital, forfeit and pay to the Secretary of State, his successors and assigns a penalty of Rs. 16 (Rupees sixteen only) for the first hour or any portion thereof and Rs. 6 (Rupees six only) for each subsequent hour that the arrival of the steamer is delayed at such terminal station and it shall not be necessary for the Secretary of State, his successors or assigns to prove that any actual loss or damage has been sustained by reason of such delay; and WHEREAS it is also provided by the said section that the sum-total of the penalties payable by the said Company in any one year under section 34 of the said Agreement shall not exceed Rs. 13,333 (Rupees thirteen thousand three hundred and thirty-three); and WHEREAS it has been agreed between the Company and the Secretary of State that the payment of the said sum of Rs. 13,333 (Rupees thirteen thousand three hundred and thirty-three only) shall be secured by the above-written bond of the Company; and WHEREAS the above-written bond has been entered into by the Company with the Secretary of State under the orders of the Government of India and is intended to secure the performance of a public act in which the public are interested within the meaning of the exception to section 74 of Act IX of 1872 being the Indian Contract Act. NOW THE CONDITION OF THE ABOVE-WRITTEN BOND is such that if in the event of any steamer as aforesaid either on the upward or downward voyage, at the time specified in clause 30 of the said Agreement or in the time table for the time being in force, not reaching the terminal Station of Goalundo or Naraingunge, the Company shall, from the date of the execution of the said contract, forfeit and pay to the Secretary of State, his successors and assigns a penalty of Rs. 16 (Rupees sixteen only) for the first hour or any portion thereof and Rs. 6 (Rupees six only) for each subsequent hour that the arrival of the steamer is delayed at such terminal station, it not being necessary for the Secretary of State, his successors or assigns to prove that any actual loss or damage has been sustained by reason of such delay; then the above-written bond shall be void and of no effect otherwise the same shall be and remain in full force and virtue PROVIDED ALWAYS and it is hereby agreed and declared that the Company shall in all questions of time be bound by the time of the clock of the sorter or mail guard on board of each steamer, *provided also* that no penalty shall be imposed upon the Company under the said clause 33 of the said Agreement except under the orders of the Director General whose decision as to both the imposition of any penalty for delays and any claim for remission, preferred by the Company, shall be final, subject only to the general control of the Government of India; and *provided also* that no penalty shall be imposed under the said clause 33 unless and until one month's notice has been given to the Company of the intention to impose such penalty, so as to enable the Company to claim a remission under the provisions of the 34th clause of the said Agreement.

SCHEDULE F.

List of duplicate fittings on board the steamer "Porpoise."

PARTICULARS.		QUANTITY.		Rate.	Value.	REMARKS.
Description.	Sizes.	No.	Weight.			
Main Engine Fittings.			Cwt. qr. lbs.	*R a. p.*	*R a. p.*	
Cylinder cover escape valves	...	2	0 1 0	91 0 0 cwt.	22 12 0	Only casing.
Do. complete, top	...	1	0 1 0	...	22 12 0	
Guide shoes, in two pieces	...	1	...	12 0 0 cwt.	...	
Expansion valve, C. I.	...	1	0 2 0	...	6 0 0	
Slide valve, H. P., C. I.	...	1	1 2 0	...	18 0 0	
Piston gland, fitted with worm wheel, and cogged, nuts, brass	...	1	2 0 0	91 0 0 cwt.	182 0 0	
Piston rod	...	1	...	50 0 0 each	50 0 0	On "Mary Stuart."
Connecting rod	...	1	...	250 0 0 „	250 0 0	
Auxiliary Engine Fittings.						
Steering engine worm and spindle, W.I.	...	1	0 3 0	17 8 0 cwt.	13 2 0	On "Mary Stuart."
Ditto bevel cog wheel, W.I.	...	1	0 3 0	...	13 2 0	
Cylinder cover and gland, complete	...	...	...	...	...	
Reversing engine wheel	...	1	...	...	15 7 9	
Paddle Wheel Fittings.						
Paddle floats	...	8	...	24 0 0 each	192 0 0	
Stays, transverse	...	5	0 1 0	20 0 0 cwt.	5 0 0	
Do., diagonal	...	3	0 1 8	...	6 6 10	
Driving arm	...	1	0 3 0	...	15 0 0	On "Mary Stuart."
Paddle arms	...	10	2 2 0	...	50 0 0	
Segment rings	...	4	2 2 0	...	50 0 0	
TOTAL	...	...	...	...	911 10 7	

SCHEDULE F—*continued.*

List of spare gear on board the steamer "Porpoise."

Particulars.		Quantity.		Rate.	Value.	Remarks.
Description.	Sizes.	No.	Weight.			
Engine Room Spare Gear.			Cwt. qr. lbs.	£ s. d.	£ s. d.	
Blocks, treble	...	3	...	7 8 0 each	22 8 0	
Do., single	...	3	...	2 8 0 „	7 8 0	
Do. double	...	2	...	5 0 0 „	10 0 0	
Fire bars	...	485	78 0 0	3 8 0 cwt.	273 0 0	
Tin sheets	...	5	0 0 8	...	1 1 0	
Bolts and nuts	...	...	1 2 0	21 0 0 „	31 8 0	
Tongs	...	7	0 1 0	10 8 0 „	2 10 0	
Deck Spare Gear.						
Wooden ladders	...	2	...	4 0 0 each	8 0 0	
Brass door lock	...	1	...	3 14 0 „	3 14 0	
Chimneys for lamps	...	9	...	0 3 0 „	1 11 0	
Oars, ash	...	12	...	...	73 8 0	
Hammer, hand	...	1	...	0 9 0 each	0 9 0	
Chisels, cold	...	4	...	0 4 0 „	1 0 0	
Screw driver	...	1	...	0 11 0 „	0 11 0	
Screws	...	2 pkts.	...	...	1 2 0	
Oil, kerosine	...	2 tins.	...	0 10 6 gals.	5 4 0	
Oil, linseed, boiled	...	11 gals.	...	1 10 0 „	17 14 0	
Brushes, paint (13 G. T. and 13 S. T.)	...	26	...	...	30 1 0	
Paint, green	...	1 keg	...	27 0 0 cwt.	6 12 0	
Do., white lead	...	5 „	...	15 0 0 „	18 12 0	
Anchor Shackles	...	2	0 1 0	...	2 10 0	
Rope, 7"	...	1 coil	2 0 14	13 0 0 cwt.	27 10 0	
Do., 2½"	...	1 „	1 1 14	...	16 10 0	
Scrubbing brushes	...	5	...	0 5 0 each	1 9 0	
Chain connecting links	...	20	...	0 8 0 „	10 0 0	
Gipsey wheels	...	2	0 3 0	...	6 0 0	
Sheaves in steering blocks	...	2	...	0 8 0 „	1 0 0	
Wooden mallets	...	5	...	1 8 0 „	7 8 0	
Hooks, iron	...	4	...	1 0 0 „	4 0 0	
Spare eye-bolts	...	4	0 1 0	...	2 10 0	
Wooden purdah rods	...	4	...	0 8 0 „	2 0 0	
Burgee	...	1	...	9 0 0 „	9 0 0	
Rubber and canvas hose	...	30 feet	...	1 0 0 foot	30 0 0	
					637 14 0	
Brought over from list of Duplicate Fittings	...	...	...	...	911 10 7	
TOTAL	...	...	...	...	1,549 8 7	

SCHEDULE F—*continued.*

List of duplicate fittings on board the Steamer "Alligator."

Particulars.		Quantity.		Rate.			Value.			Remarks.
Description.	Sizes.	No.	Weight.	£	s.	d.	£	s.	d.	
			Cwt. qr. lbs.							
STEAMER "ALLIGATOR."										
Paddle Wheel Fittings.										
Bolts, square heads, with double nuts,	5" × 1⅝"	76								
Ditto ditto	4½" × 1⅜"	27								
Ditto ditto	4" × 1¼"	5	3 0 0	17	8	0 cwt.	61	4	0	
Ditto ditto	7" × ⅞"	23								
Ditto ditto	6" × ⅞"	7								
Hexagonal headed bolts and nuts, 8" × 1⅜"		4	...		...			...		
Iron cotters or keys of sizes		24	0 1 0	20	0	0 cwt.	5	0	0	
Iron plates, large		5	0 0 44	7	4	0 „	2	13	7	
Ditto, small		11								
Brass washers, large		6	0 0 76	45	0	0 „	30	8	7	
Ditto, small		6								
Arms		6	2 0 0 each	10	0	0 „	300	0	0	
Steel pins and bushes, large		18	0 0 40 „	49	0	0 „	315	0	0	
Ditto ditto, small		9	0 0 15 „		...		59	1	0	
P. arm bushes		20								
Radius rod bushes, flanged		17	0 0 125	91	0	0 cwt.	101	9	0	
Ditto ditto, unflanged		10								
Tilting bracket guard plate		2	0 0 46	7	4	0 „	2	15	8	
Radius rods		2	0 0 92 each	20	0	0 „	32	13	9	
Driving arms		3	0 0 136 „		...		72	13	9	
Tilting crank		1	0 0 190		...		33	14	10	
Ditto bracket		3	0 0 150 each	12	0	0 .	41	12	6	
Floats		4	...	24	0	0 each	96	0	0	
Diagonal palm stays		2	0 0 35 each	20	0	0 cwt.	12	8	0	
Main Engine Fittings.										
Hexagonal headed bolts and nuts, 4½" × 1⅜"		25	0 0 6 lot	17	8	0 cwt.	0	15	0	
Brass bolts and nuts, 3½" × ⅞"		7								
Brass studs, with collars, for air pump foot valve		3	0 0 126	45	0	0 „	50	10	0	
Cylinder cover studs, 4" × 1⅛"		18	0 0 4 lot	35	0	0 „	1	4	0	
Crank pin check, brasses		4	0 8 0 0	91	0	0 „	45	8	0	
Cross-head bolts, with nuts		1	0 0 65	17	8	0 „	10	9	6	
Brass condenser tubes		5	0 1 6 each	62	6	0 „	94	10	9	
Connecting rod		1	...	250	0	0 each	...			On "Mary Stuart," each short of one bolt.
Piston rod		1	...	50	0	0 „	...			
Piston springs, of sorts		22	0 0 56	49	0	0 cwt.	24	8	0	
Pet cock		1								
Feed valves (brass)		3								
Auxiliary cocks		2	3 0 0	45	0	0 „	135	0	0	
Drain cocks		4								
Brass pulleys, of sizes, for telegraph		8								
Copper link chain, for telegraph		13'·8"	...	0	4	0 feet	3	6	8	
Copper pipes		2	0 0 30	0	13	0 lbs.	24	6	0	
Starting wheel, W. I.		1	0 0 84	17	8	0 cwt.	14	2	0	
Expansion valve spindles		2	0 0 34 each	20	0	0 „	12	2	3	
Slide valve spindles		2	0 0 180 „	20	0	0 „	64	4	7	
C. I. H. P., metallic rings, fitted with brass tongue		1	0 0 110 „	12	0	0 „	11	12	7	
C. I., fire bars		200	0 0 20 „	4	0	0 „	142	13	9	
Miscellaneous Fittings.										
Brass yoke for jolly boat		1	0 0 6	45	0	0 „	2	6	7	
Paddle arms		3	0 3 0	20	0	0 „	15	0	0	
Piston rod		1	...	50	0	0 each	50	0	0	On "Mary Stuart," one bolt short.
Connecting rod		1	...	250	0	0 „	250	0	0	
Carried over		...	...		...		2,120	3	4	

SCHEDULE F—*continued.*

List of duplicate fittings on board the Steamer "Alligator"—concld.

PARTICULARS.		QUANTITY.		RATE.	VALUE.	REMARKS.
Description.	Sizes.	No.	Weight.			
			Cwt. qr. lbs.	*R a. p.*	*R a. p.*	
Brought forward	...	...	...	...	2,120 3 4	
Boiler Fittings.						
Test cocks	...	2	4½ lbs.	91 0 0 cwt.	3 10 6	
Steam blower valves	...	2	1½ ,,	91 0 0 ,,	1 0 3	
Check valves	...	4	50 ,,	91 0 0 ,,	45 14 6	
Safety valve (other valves)	...	1	70 ,,	45 0 0 ,,	28 2 0	
Surface brine cocks	...	4				
Boiler stay tube	...	1	...	5 0 0 each	5 0 0	
Boiler tubes	...	22	...	2 8 0 ,,	55 0 0	On "Mary Stuart."
Auxiliary Engine Fittings.						
Brass spindle centrifugal pumps	...	2	30 lbs. each.	91 0 0 cwt.	48 12 0	
Cross head, brasses	...	2 sets.	14 ,,	45 0 0 ,,	5 10 0	
Safety valve box	...	1	14 lbs. brass	49 0 0 ,,	6 2 0	
Damper-do-handles	...	13	1 lb. each.	17 8 0 ,,	2 0 6	
Reversing engine wheel	...	1	84 ,,	17 8 0 ,,	13 2 0	
Do. do. cover, C. I.	...	1	189 ,,	12 0 0 ,,	19 4 7	
Do. do. steam pipe	...	1	5 ,,	0 12 0 lb.	3 12 0	
Eccentric strap sheaves	...	2	...	18 4 0 each	36 8 0	
Steam valve cir. engine	...	1	27½ lbs.	90 0 0 cwt.	17 9 3	
Feed pump plunger	...	1	...	45 0 0 each	45 0 0	
Piston rings, H. P.	...	2	...	12 9 0 ,,	25 2 0	
			cwt. qr. lbs.			
Piston springs	...	24	0 2 5	56 0 0 cwt.	30 8 0	
Oil pipes for lubricator	...	2	3 lbs. each.	0 12 0 lb.	4 8 0	
Vacuum gauges, second-hand	...	2	...	25 0 0 each	50 0 0	
Press gauge, new	...	1	...	35 0 0 ,,	35 0 0	
Do. do., old	...	3	...	20 0 0 ,,	60 0 0	
Connecting rod	...	1	...	250 0 0 ,,	250 0 0	"Mary Stuart."
Piston rod	...	1	...	50 0 0 ,,	50 0 0	
Boiler tubes	...	22	...	2 8 0 ,,	55 0 0	
			cwt. qr. lbs.			
Paddle arms	...	10	=2 2 0	20 0 0 cwt.	50 0 0	
TOTAL	...	...	...	...	3,067 5 11	

SCHEDULE F—*continued.*

List of duplicate fittings in Dacca Depôt on account of the Steamer "Crocodile."

PARTICULARS.		QUANTITY.		RATE.	VALUE.	REMARKS.
Description.	Sizes.	No.	Weight.			
				₹ a. p.	₹ a. p.	
Extras on "Crocodile."						
Cylinder studs, $1\frac{3}{4}$"	...	10	= 15 lbs.	26 0 0 cwt.	3 7 9	
Span "	...	10	= 7 "	26 0 0 "	1 10 0	
Bolts, $2" \times \frac{3}{4}$"	...	22	= 17 "	21 0 0 "	3 3 0	
" $2" \times \frac{5}{8}$"	...	8	= 4 "	21 0 0 "	0 12 0	
Paddle bolts, $5\frac{1}{2}" \times 1"$	...	24	= 56 "	21 0 0 "	10 8 0	
" " $3" \times \frac{5}{8}$"	...	28	= 54 "	21 0 0 "	10 2 0	
" " $4\frac{1}{2}" \times 1"$	...	24	= 48 "	21 0 0 "	9 0 0	
" " $4" \times 1"$	...	18	= 32 "	21 0 0 "	6 0 0	
" " $14" \times 1"$	...	15	= 84 "	21 0 0 "	15 12 0	
Eccentric sheave bolts, $8" \times \frac{3}{4}$"	...	2	$1\frac{1}{2}$ "	21 0 0 "	0 3 9	
Brass bolts, $8" \times \frac{3}{4}$" for cir. engine	...	8	12 "	42 0 0 "	4 14 0	
" studs for foot valves, $4" \times \frac{3}{4}$"	...	10	= 10 "	42 0 0 "	3 12 0	
Set screws for H. P. valves "	...	2	...	0 4 0 each	0 8 0	
			cwt. qr. lbs.			
Driving arms	...	2	2 1 2	20 0 0 cwt.	48 9 2	
Tilting crank pins (large)	...	16	...	8 0 0 each	128 0 0	
" " " (small)	...	9	...	2 8 0 "	22 8 0	
Star, centre pin	...	1	...	2 3 0 "	2 3 0	
Inner brackets	...	8	0 0 7	17 8 0 cwt.	1 1 6	
Floats	...	3	...	24 0 0 each	72 0 0	
Brass washers (large)	...	20	1 3 $6\frac{1}{2}$	45 0 0 cwt.	81 0 10	
" " (small)	...	12				
Paddle arm brushes	...	4	= 0 1 $17\frac{1}{2}$	43 8 0 "	17 12 $\frac{3}{4}$	
Radius rods " (shoulder)	...	7	= 0 1 2	43 8 0 "	11 10 6	
" " " (without shoulder)	...	6	= 1 0 $9\frac{1}{2}$	43 8 0 "	47 4 6	
Boiler tube plugs	...	6	...	...	2 8 0	
Superheater cock	...	1	= 0 0 $14\frac{1}{2}$	90 0 0 cwt.	11 3 8	
Safety valve box	...	1	14 lbs. brass	49 0 0 "	6 2 0	
Damper valve handles	...	13	1 " each	17 8 0 "	2 0 6	
Reversing engine wheel	...	1	84 "	17 8 0 "	13 2 0	
" " cover, C. I.	...	1	189 "	12 0 0 "	19 4 7	
" " steam pipe	...	1	5 "	0 12 0 lb.	3 12 0	
Eccentric strap sheaves	...	2	...	18 4 0 each	36 8 0	
Steam valve cir. engine	...	1	$27\frac{3}{8}$ lbs.	90 0 0 cwt.	17 9 3	
Feed pump plunger	...	1	...	45 0 0 each	45 0 0	
Piston rings, H. P.	...	2	...	12 9 0 "	25 2 0	
			cwt. qr. lbs.			
" springs	...	24	0 2 5	56 0 0 cwt.	39 8 0	
Oil pipes for lubricator	...	2	3 lbs. each	0 12 0 each	4 8 0	
Vacuum gauges, second-hand	...	2	...	25 0 0 "	50 0 0	
Press gauge, new	...	1	...	35 0 0 "	35 0 0	
" " old	...	3	...	20 0 0 "	60 0 0	
TOTAL	...	...	...	...	864 8 3	

SCHEDULE F—*continued.*

List of duplicate fittings in Dacca Depôt on account of the Steamers "Porpoise," "Crocodile," and "Alligator."

PARTICULARS. Description.	Sizes.	QUANTITY. No.	Weight. Cwt. qr. lbs. oz.	Rate. ℛ a. p.	Amount. ℛ a. p.	REMARKS.
Anchor, davit	...	1	5 3 0 0	9 0 0 cwt.	51 12 0	
Bolts, with nuts and washers, complete, for piston cross head	...	2	1 0 2 0	} 17 8 0 „	{ 17 13 0	
Donkey piston rods, iron	...	2	0 0 15 0	}	{ 2 5 0	
Ferrules, steel, $4\frac{7}{8}'' \times 1\frac{3}{8}''$, for slide valve circulating engine	...	8	...	Approximate „	1 12 0	
Ferrules, brass, for condensor tubes	...	1,150	...	0 1 0 each	71 14 0	
Pins, star, brackets, W. I.	...	13	...	2 3 0 „	28 7 0	
Pins for tilting crank and paddle wheel brackets	...	9	...	8 0 0 „	72 0 0	
Paddle floats, teakwood	...	13	...	47 3 0 „	613 7 0	
Plates, paddle, W. I.	...	25	...		13 14 7	
Rod, air pump, with nuts, iron	...	1	0 1 25 0		3 5 0	
Spindles, brass, for centrifugal pump, with brass nuts and white metal collar bush, complete	...	2	0 2 17 8	L. B. Approximate.	46 0 0	
Straps, eccentric, brass, with rods and cross heads, complete, for circulating engine	...	4	...		36 6 4	
Tubes, condenser brass, $6'-9'' \times \frac{5}{8}''$	...	90	...	1 6 0 each	123 12 0	
Valves, slide, piston, steel, steering engine	...	2	...		1 11 0	
Eccentric rods, with cross heads, finished, W. I., for circulating engine	...	2	0 0 17 0		7 0 0	
Connecting rods for circulating engine, W. I., finished	...	2	...		5 2 0	
Spindles, iron, for slide valve, circulating engine	...	3	0 0 6 0	L. B.	3 6 9	
Pistons, with rod and connecting complete, for circulating engine	...	2	...		17 8 0	
Rod, piston and connecting, for circulating engine	...	1	...		7 8 0	
Finished Brass Castings.						
Auxiliary cocks	...	9	3 1 11 5		301 9 5	
Boiler check valve boxes	...	9	2 1 4 0		205 11 5	
Cocks, 3 way	...	1	0 2 18 0		59 7 5	
Superheater drain cocks	...	3	0 1 16 0		35 5 9	
Boiler surface brine cocks	...	8	2 2 8 0		231 0 10	
Ditto ditto	...	2	0 1 24 0		41 12 6	
Cylinder drain cocks	...	2	0 1 14 0		33 12 0	
Reversing engine steam valve boxes	...	4	0 1 18 0		36 15 5	
Ditto ditto	...	3	0 1 9 0		29 11 9	
Injector steam valve box	...	1	0 0 6 8		5 3 6	
Donkey steam valve box	...	1	0 0 9 4		7 6 11	
Steam valve boxes, $1\frac{1}{2}''$ box	...	2	0 1 4 8		26 1 10	
Ditto $1\frac{3}{4}''$ „	...	2	0 1 6 0		27 5 0	
Paddle arm bushes	...	36	2 3 4 0		330 11 5	
Radius rod bushes, with collar	...	47	1 1 0 0		112 8 0	
Union nuts, with cones	...	2	0 0 0 14	90 0 0 cwt.	0 11 3	
Lubricating cups	...	2	0 0 0 10		0 8 0	
Adjusting screw, brass, for air pump get cock	...	1	0 0 0 5		0 4 0	
Patent brass lubricator	...	1	0 0 21 9		16 14 0	
Cross head brasses, for circulating engine	...	4	0 0 7 4		5 13 3	
Boiler test cocks	...	2	0 0 4 8		3 9 10	
Brass caps for steam valve boxes	...	4	0 0 2 14		2 5 0	
Steam valve spindles, with 4 valves	...	3	0 0 2 4		1 13 0	
Brass slide valves for circulating engine, with buckles	...	4	0 1 25 0		42 9 5	
Guide brackets for valve, spindle circulating engine	...	4	0 1 1 0		23 4 10	
Brass steam valves, of sorts	...	38	0 1 21 9		39 6 0	
Carried over	...	...	...	...	2,667 3 11	

SCHEDULE F—*continued.*

List of duplicate fittings in Dacca Depôt on account of the Steamers "Porpoise," "Crocodile," and "Alligator"—continued.

Particulars.		Quantity.		Rate.	Amount.	Remarks.
Description.	Sizes.	No.	Weight.			
			Cwt. qr. lbs. oz.	£ a. p.	£ a. p.	
Brought forward	...	...	...	...	2,667 3 11	
Rough Castings, Brass.						
Quadrant blocks	...	2 pairs	0 2 24 8		31 4 3	
Boiler surface brine cocks	...	10	2 2 7 0		111 7 6	
Superheater drain cocks	...	...	0 1 17 0		17 7 8	
Valve boxes, of sizes	...	6	0 2 18 0		28 12 0	
Plugs, of sizes, for cocks	...	13	0 3 21 8		40 15 7	
Glands for cocks of sizes	...	21	0 1 10 0		14 12 2	
Covers for auxiliary cocks	...	5	0 1 17 0		17 7 8	
Guide brackets valve spindle, circulating engine	...	1	0 0 6 0		2 5 3	
Pinions steering gear	...	4	0 0 17 0		6 5 8	
Crank, brasses, circulating engine	...	3 pairs	0 1 11 0		15 2 4	
Steam valve hand wheels, large and small	...	2	0 0 10 8		4 1 3	
Valve spindle bushes	...	5	0 0 15 0		5 13 3	
Nuts, brass, of sizes	...	19	0 1 7 0		13 9 6	
Valves, of sorts and sizes	...	20	0 1 10 0		14 12 0	
Seats for valves	...	7	0 0 24 0		9 5 0	
Steam valve box covers, large	...	2	0 0 7 8	43 8 0 cwt.	2 14 7	
Brackets for steering gear	...	2	0 0 3 0		1 2 7	
Rings, brass	...	3	0 1 0 0		10 14 0	
Do., do.	...	1	0 0 13 0		5 0 10	
Radius rod bushes, with or without collars	...	17	3 0 9 0		133 15 10	
Radius rod bushes, with collar	...	41	1 2 7 0		67 15 6	
Paddle arm bushes	...	44	5 2 0 0		239 4 0	
Bushes, small, of sorts	...	5	1 0 5 0		45 7 1	
Lubricator, rough	...	1	0 0 2 7		0 15 0	
Collar bushes for air pump	...	2	0 1 21 0		19 0 6	
Paddle wheel centre bushes	...	4	3 1 5 0		143 5 0	
Pump plunger	...	1	1 0 18 0		30 7 10	
Bushes for donkey slide block	...	2 pairs	0 0 20 0		7 12 4	
Cross head, brasses, circulating engine	...	2	0 0 6 0		2 5 4	
Brass steam valves, of sizes	...	10	0 0 8 0		3 1 0	
Steam valve box covers	...	2	0 0 2 0		0 12 5	
Wheels, for circulating engine valve boxes	...	3	0 0 4 0		1 9 0	
Rough Castings, Iron.						
Steering gear wheels, C.I., 9½" diameter	...	4	0 2 22 0	4 8 0 cwt.	3 2 2	
Ditto ditto 8" do.	...	1	0 0 14 0	...	0 7 1	
Steering gear sheaves for pulleys, 9" dia	...	2	0 2 22 0	...	3 2 1	
Ditto ditto 6" "	...	5	0 2 9 0	...	7 9 9	
Rollers for chain	...	2	0 0 23 8	...	0 15 0	
Liners for portface, circulating engine	...	2	0 0 11 0	...	0 7 0	
Slide valves, C. I.	...	4	0 1 7 0	...	1 5 6	
Gipsy, C. I.	...	1	0 2 14 0	...	2 13 0	
Steering rod guide brackets	...	17	0 1 23 0	...	2 0 9	
Cylinders for piston rings	...	2½	0 2 14 0	...	2 13 0	
Grating for cooking stove	...	2	0 1 12 0	...	1 9 8	
Cylinder covers for steam starting engine	...	1	2 0 15 0	...	9 9 3	
(Finished iron castings) rings, piston	...	15	0 0 8 0	12 0 0 cwt.	0 13 8	
Guide blocks for air pump	...	7	1 1 17 0	...	10 13 2	
Circulating engine fittings S.S. "Alligator" and "Crocodile," C.I., piston head, with rings	...	3	0 1 20 0	...	5 2 3	
Eccentric straps with sheaves and rod	...	2	0 1 12 0	...	4 4 8	
Slippers, C. I.	...	3	0 0 9 0	...	0 15 6	
Gudgeon pins, W. I.	...	3	0 0 8 8	24 0 0 cwt.	1 13 0	
Turned bolts, of sizes	...	16	0 0 18 0	...	3 13 9	
Pins, paddle wheel, recased with brass, large	...	23	.....	8 0 0 each	184 0 0	
Tilting crank pins, small, recased with brass	...	8	.....	2 8 0 "	20 0 0	
Cover, cylinder, with grease cup, brass, fitted	...	...	0 0 1 7 19 C. I.	Lump sum	2 0 0	
Carried over	...	...	...	...	4,007 12 3	

SCHEDULE F—*continued.*

List of Miscellaneous Stores in Dacca Depôt on account of the Steamers "Porpoise," "Crocodile," and "Alligator"—continued.

PARTICULARS.		QUANTITY.									REMARKS.
Description.	Sizes.	No.	Weight.			Rate.			Value.		
			Cwt.	qr.	lbs. oz.	R	a.	p.	R	a.	p.
Brought forward	...	...	...			...			4,007	12	3
Second hand stores	...	...	...			...			...		
Blocks, gin, 12"	...	2	...			L. B.			12	0	0
Blocks, pulley, wooden, treble, for 3" rope	...	2	...			...			4	0	0
Fair lead, C. I., with sheave	...	1	0	2	6 0	...			1	15	0
Gauge, steam, pressure	...	1	...			...			7	0	0
Brass expansion gland	...	1	1	0	0 0	28	0	0 cwt.	28	0	0
Reversing engine steam valve boxes	...	2	0	0	20 0	42	9	0 "	7	8	0
Gauge column cock	...	1 set	0	0	25 0	...			9	6	0
Bib cocks, brass, with flange, 1¼" bore	...	4	0	1	10 0	...			14	4	0
Brass valves, of sorts	...	7	0	0	11 0	...			4	2	0
Spindles for do.	...	8	0	0	7 8	...			2	13	0
Eccentric straps, without rod, for circulating engine	...	3	0	0	26 0	...			9	12	0
Cocks, brass, for water tank, ¾"	...	1	0	0	2 10	...			0	15	0
Pet valves	...	2	0	0	1 10	70	0	0 cwt.	1	1	6
Gauge glasses, 3½" × 1"	...	12	...			2	19	0 doz.	2	10	0
Hammers, copper	...	6	0	1	7 8	L. B.			13	5	0
Needles, sailmakers', 3"	...	51	...			1	1	0 doz.	4	8	3
Ditto ditto, 4"	...	116	...			...			10	4	4
Ditto ditto, 6"	...	100	...			...			8	13	8
Palms, sewing	...	5	...			L. B.			1	11	6
Squages	...	6	...			...			17	8	8
Bolts, square headed, with square nuts 8" × 1"	...	...	10	3	19 0	17	0	0 cwt.	185	10	2
Ditto ditto, 7" × 1"	...	...	9	2	21 0	...			164	11	0
Ditto ditto, 8" × ⅞"	...	...	4	1	16 0	...			74	10	10
Ditto ditto, 7" × ⅞"	...	...	3	1	10 0	...			56	12	3
Bolts, hexagonal, with nuts, 5" × 1"	...	...	1	2	5 0	...			20	4	2
Ditto ditto, 5" × 1"	...	...	4	3	16 0	...			83	2	10
Ditto ditto, 4½" × 1"	...	...	2	0	25 0	...			37	12	9
Ditto ditto, 4" × 1"	...	...	2	1	12 0	...			40	1	2
Bolts, square headed, with square neck and double square nuts, 6" × 1⅛", tapered down to ¾"	...	...	2	2	17 0	...			45	1	3
Bolts, square headed, with square neck and nuts, 4½" × 1"	...	...	1	2	19 0	...			28	6	0
Bolts, square headed, with square neck and double square nuts, 5" × ⅞"	...	...	1	1	0 0	...			21	4	0
Ditto ditto, 6" × ⅞"	...	...	1	0	6 0	...			17	14	7
Bolts, square headed, square neck and hexagonal nuts, 5" × 1"	...	...	2	0	20 0	...			37	0	7
Ditto, ditto, 5⅛" × ⅞"	...	...	1	0	26 0	...			20	15	2
Bolts, square headed, square neck and square nuts, 6" × ⅞"	...	...	0	3	12 0	...			14	9	2
Bolts, square headed, square neck and double square nuts, 4½" × ⅞"	...	...	1	1	12 0	...			23	1	1
Bolts, square headed, with square and hexagonal nuts, 6" × ⅞"	...	...	1	1	16 0	17	0	0 cwt.	23	10	10
Bolts square headed, with hexagonal nuts, 5⅛" × ⅞"	...	...	0	3	12 0	...			14	9	2
Bolts, square headed, with double square nuts, 4" × ⅞"	...	...	2	0	0 0	...			34	0	0
Bolts, square headed, with double hexagonal nuts, 4⅛" × 1⅛"	...	...	2	0	6 0	...			34	14	6
Bolts, square headed, with double square nuts, 7" × 1", tapered down to ⅞"	...	...	5	1	23 0	...			92	11	10
Bolts, square headed, with square nuts, 7" × 1⅛", tapered to ⅞"	...	...	3	2	18 0	...			62	3	9
Bolts, square headed, with double square nuts, 6⅛" × ⅞"	...	...	0	2	11 0	...			10	2	9
Bolts, square headed, with double square nuts, 6⅛" × 1", tapered to ⅞"	...	...	4	1	18 0	...			74	15	9
Bolts, square headed, with double square nuts, 4⅛" × 1⅛", tapered to 1"	...	...	2	1	19 0	...			41	2	2
Bolts, turned, square headed, with double square nuts, 5⅛" to 1⅛", tapered to 1"	...	...	2	3	8 0	...			47	15	5
Bolts, turned, hexagonal, with nuts, 4½" × 1⅛", tapered to ⅞", with split pins	...	...	1	3	21 0	...			32	15	0
Carried over	...	...	..			...			5,516	1	1

SCHEDULE F—*continued.*

List of Duplicate Fittings in Dacca Depôt on account of the Steamers "Porpoise," "Crocodile," and "Alligator"—concluded.

Description.	Sizes.	Quantity. No.	Quantity. Weight. Cwt. qr. lbs. oz.	Rate. R a. p.	Value. R a. p.	Remarks.
Brought forward	...	...	...	...	5816 1 1	
Bolts, square headed, with double square nuts, $\frac{3}{4}$" × 1$\frac{1}{2}$", tapered to 1"	...	...	3 0 6 0	...	51 14 7	
Bolts, square headed, with double square nuts, $\frac{5}{8}$" × 1$\frac{3}{4}$", tapered to 1"	...	...	2 1 13 0	17 0 0 cwt.	40 3 7	
Bolts, square headed, with double square nuts, 4" × 1" tapered to $\frac{7}{8}$"	...	...	9 3 13 0	...	167 11 7	
Bolts, square headed, with square nuts, 4$\frac{1}{2}$" × 1$\frac{1}{4}$", tapered to 1"	...	...	3 3 6 0	...	64 10 7	
Ditto, $\frac{5}{8}$" × 1$\frac{1}{4}$" tapered to $\frac{3}{4}$"	...	...	4 0 17 0	...	70 9 3	
Bolts, square headed, with square nuts, 4" × 1$\frac{1}{4}$", tapered to 1"	...	...	1 0 6 0	...	17 14 7	
Flanges, copper, rough, 4$\frac{1}{2}$" diameter	...	6	0 0 21 0	L. B.	10 11 0	
Flanges, copper, rough, 6" diameter	...	9	0 2 10 0	0 10 0 lb.	41 4 0	
Ditto, do., 7"	...	12				
Links, connecting, $\frac{3}{4}$"	...	36	...	L. B.	54 5 0	
Ditto, $\frac{5}{8}$"	...	47				
Nuts, iron, hexagonal, 2$\frac{1}{4}$", for boiler stay tubes	...	54	1 0 8 0	25 0 0 cwt.	26 12 6	
Nuts, W. I., rough, 2$\frac{1}{2}$"	...	50	2 3 15 0	...	72 1 6	
Nuts, iron, hexagonal, 2"	...	...	4 2 21 0	...	117 3 0	
Ditto, do, 1$\frac{1}{2}$"	...	...	7 3 0 0	...	193 12 0	
Ditto, do., 1$\frac{1}{4}$"	...	...	1 0 26 0	...	30 12 10	
Ditto, do, 1$\frac{1}{8}$"	...	...	6 3 4 0	...	169 10 3	
Ditto, do., 1"	...	...	4 0 16 0	...	103 9 1	
Ditto, do., 1$\frac{1}{2}$"	...	...	2 3 25 0	...	74 5 3	
Ditto, do., $\frac{7}{8}$"	...	...	1 3 23 0	...	48 14 2	
Nuts, iron, square, 1"	...	...	2 2 1 0	...	64 11 8	
Ditto, $\frac{7}{8}$"	...	...	2 1 16 0	...	59 13 2	
Ditto, $\frac{3}{4}$"	...	...	0 2 4 0	...	13 0 3	
Cover, binnacle	...	1	...	L. B.	2 0 0	
Globes, glass, white, for steamer lamp	...	23	...	...	64 2 6	
Ditto, red, for steamer lamp	...	5	...	...	44 8 0	
Globes, frosted, for table-lamp	...	11	...	...	24 5 3	
Cloth, insertion, India-rubber, 1$\frac{1}{2}$"	...	Yds. ft. 60 0	0 2 24 8	...	192 9 3	
Packing tucks, patent, 1$\frac{1}{4}$", 1$\frac{3}{8}$", 1$\frac{1}{2}$", 1$\frac{5}{8}$", 1", 1$\frac{1}{8}$", $\frac{7}{8}$", $\frac{3}{4}$", and $\frac{5}{8}$"	...	...	14 2 2 15	0 12 0 lb. L. B.	1,220 3 3	
Zinc sheets, perforated	...	44 s. ft.	...		22 0 3	
Lead, wire, $\frac{1}{2}$"	...	...	0 0 13 8	...	5 13 3	
Paint, oxide, of zinc, white	...	...	5 2 0 0	...	404 8 0	
Paint, umber, mixed	...	...	1 2 14 0	...	100 0 6	
Soondry wood, 5" square	...	108 ft.	...	...	32 8 0	
Asbestos' woven sheeting	...	...	0 1 14 0	...	65 4 0	
Robbin, white, cotton	...	...	0 0 18 0	...	49 8 0	
Bricks, bath	...	60	...	...	3 13 7	
Coir, yarn, string	...	...	1 2 18 0	...	18 1 3	
Cotton, raw	...	...	1 0 6 12	...	16 9 0	
Canvas, Sirajganj	...	V. ft. in. 128 1 7	...	...	33 5 4	
Glass, curved, white, 19$\frac{1}{2}$" × 11$\frac{1}{2}$" × $\frac{3}{8}$"	...	5	...	...	2 14 3	
Gunny putties	...	53	...	...	11 12 8	
Hose, canvas, 4"	...	Ft. in. 16 3	...	...	6 6 3	
Lime, chloride of	...	...	0 0 5 0	...	1 9 0	
Rope, lead line	...	...	1 0 2 0	35 0 0 cwt.	35 10 0	
Stones, Holy	...	20	...	...	2 13 0	
Tape, Asbestos', $\frac{1}{2}$", 1", $\frac{7}{8}$", $\frac{3}{4}$", and $\frac{5}{8}$"	...	...	0 2 12 0	L. B.	121 8 6	
Yarn, or packing, Asbestos', of sizes	...	...	4 1 26 0	...	530 10 0	
Spun yarn, white	...	...	1 0 12 0	...	9 13 3	
Stops, valve boxes, brass, complete, for ver. steam supply	...	4	3 2 18 0	40 0 0 cwt.	179 6 0	
Spare copper flanges for ditto	...	4	0 1 5 8	60 0 0 „	17 15 2	
Spanner, W. I., double ended, for ditto	...	1	0 0 13 0	0 8 0 lb.	6 8 0	
Feed and bilge pump plunger, with gland and collar bushes (brass finished)	...	2	2 0 8 0	90 0 0 cwt.	186 6 10	
Circulating engine steam valve boxes (brass finished)	...	4	0 3 3 8	...	70 5 0	
Crank brasses, for circulating engine (rough casting brass)	...	4 pairs	0 1 21 0	37 8 0 „	16 6 6	
(Second-hand stores), pans, frying	...	2	...	L. B.	1 4 0	
TOTAL	...	...	...	...	10,210 14 9	

SCHEDULE F—*continued.*

List of Duplicate Fittings in the Kanchrapara Depôt.

PARTICULARS.		QUANTITY.		RATE.	VALUE.	REMARKS.
Description.	Sizes.	No.	Weight.			
			Cwt. qr. lbs.	₹ a. p.	₹ a. p.	
Ring, C. I., piston	...	1	1 2 27	12 0 0 cwt.	20 14 3	
Tubes, brass, condenser, old	...	1,794	34 3 0	28 9 0 ,,	973 0 0	
Piston, hd., C. I., rough	...	1	4 3 16	4 0 0 ,,	19 9 0	
Junk ring, rough	...	1	1 2 9	4 0 0 ,,	6 5 0	
					1,019 12 3	
In Dacca Depôt	...	...	...	...	10,210 14 9	
TOTAL	...	...	...	...	11,230 11 0	

ABSTRACT OF THE FOREGOING SCHEDULES A AND F.

					R	a.	p.	R	a. p.
1.	Furniture, etc., belonging to Steamer			*Crocodile* (Annexure No. 1 to schedule A)	...			5,232	10 4
2.	Ditto		ditto	*Alligator* (Annexure No. 2 to schedule A)	...			5,629	11 11
3.	Ditto		ditto	*Porpoise* (Annexure No. 3 to schedule A)	...			5,476	12 1
				Total Furniture .				16,339	2 4
Schedule F.	4.	Duplicate fittings on board the Steamer *Porpoise*, including engine room spare gear			1,549	8	7		
	5.	Duplicate fittings on board the Steamer *Alligator*			3,067	5	11		
	6.	Ditto in Dacca Depôt belonging to Steamer *Crocodile* . .			864	8	3		
								5,481	6 9
	7.	Duplicate fittings in the Dacca Depôt on account of Steamers *Porpoise*, *Crocodile*, and *Alligator*			10,210	14	9		
	8.	Fittings in the Kanchrapara Depôt			1,019	12	3	11,230	11 0
				Total Duplicate Fittings .				16,712	1 9

APPENDIX S.

[Subject to the approval* of the Government of India and the Board of Directors.]

Working Agreement between the EASTERN BENGAL STATE RAILWAY and the BENGAL DOOARS RAILWAY for the interchange of Coaching and Goods traffic, *vid* JALPAIGURI GHAT.

ARTICLES OF AGREEMENT made and entered into this 13th day of July 1895 BETWEEN THE MANAGER OF THE EASTERN BENGAL STATE RAILWAY on behalf of the Secretary of State for India in Council, hereinafter called the Manager of the one part and THE BENGAL DOOARS RAILWAY COMPANY, LIMITED, a joint stock Company with limited liability having its registered office at No. 21, Canning Street, Calcutta, hereinafter called the Company, of the other part, whereby it is mutually contracted and agreed as follows, *viz*:—

CLAUSE 1.

This agreement shall come into force on the first day of July 1895, and shall be subject to revision from time to time; but shall remain in force until the expiration of three months, notice from either party desiring to revise or cancel it, except as regards any clause in respect of which a shorter time of notice is specially fixed.

CLAUSE 2.

The interchange of traffic shall take place at such point near the confluence of the Karla and Teesta rivers, as may be agreed upon from time to time. All sidings permanent or temporary which may be found necessary on the right bank of the river Teesta shall be laid and maintained by the Manager.

CLAUSE 3.

When rolling-stock is tendered for interchange, and is ferried over the river Teesta, the interchange shall be made in accordance with the rules for the interchange of rolling-stock in the Indian Railway Conference Regulations of 1890†, subject to any further † 1893.‡ modifications which may be agreed on at any subsequent Conference, or which may be adopted ON A REFERENCE TO THE GOVERNMENT OF INDIA THROUGH THE DIRECTOR GENERAL OF RAILWAYS in accordance with the rules of procedure, or by mutual consent.

But twenty-four hours each way extra shall be allowed for the crossing of the Teesta ferry.

The Manager shall not be bound to keep an engine and rolling-stock at Jalpaiguri to work coaching traffic from the Ghât to Jalpaiguri station and *vice versâ* in connection with the mail trains, but every endeavour will be made to convey all classes of passenger traffic over the Ghât line.

CLAUSE 4.

When luggage, parcels or goods are transhipped, packages tendered by the Manager to the Company shall be made over by the former and taken over by the latter in the transfer shed or on the river bank or at the gangway of the vessel placed to receive the packages, as the case may be.

Packages for the receipt of which no vessel is available shall lie at the risk of the Company in the transfer shed, or, if there is not room in the transfer shed, then on the river bank, from the time they are unloaded from the Eastern Bengal State Railway vehicles; and all subsequent handling shall be done by, and at the cost of the Company. If the Company§ vessels are available the packages shall be transferred from the vehicles § Company's.‡ direct to such vessels by the Manager with the least possible delay.

* Confirmed by the Government of India in their letter No. 784 R.T., dated 31st December 1895, to the Consulting Engineer to the Government of India for Railways, Calcutta.

‡ Letter No. 76 T., dated 10th February 1896, from the Director General of Railways.

Packages tendered by the Company to the Manager shall be made over by the former and taken over by the latter in the transfer shed, or on the river bank, or at the doors of the vehicles placed to receive them, as the case may be.

Packages for the receipt of which no vehicle is available shall lie at the risk of the Manager in the transfer shed, or, if there is not room in the transfer shed, then on the river bank, from the time they are unloaded from the Company* vessels; and all subsequent handling shall be done by and at the cost of the Manager.

If the Manager‡ vehicles are available, the packages shall be transferred from the vessels direct to such vehicles by the Company with the least possible delay.

*Company's.† ‡Manager's.†

Provided that neither party shall be responsible for packages unloaded by the other out of the ordinary working hours, which, for the purposes of this Agreement, shall be taken to be as from 6 A.M. to 18 P.M.

Tallies shall be kept by both the party making over and the party taking over packages. Such tallies shall record the numbers, description, marks on, and condition of packages; and the tally books shall be compared and countersigned on the completion of the loading of each vessel or vehicle, or, in the case of packages unloaded into the transfer shed or on to the river bank, on the completion of the unloading of each vehicle or vessel, as the case may be.

CLAUSE 5.

Packages tendered in transfer from one undertaking to the other shall be accompanied by luggage tickets, way-bills, invoices, guidances, or such other documents as shall be sufficient to establish the identity of the packages and to enable the party taking over to duly deliver them at their destination to the correct consignée.

CLAUSE 6.

On the right bank of the river Teesta, all goods will be handled from boat to bank or wagon and *vice versâ* by one contractor, to be appointed by the Manager who will audit, and pay all handling bills for such work and debit half the amount of such bills monthly in transfer to the Company as being the Company's share of the handling charge. But should the transfer be from flat to shed or bank and thence from shed or bank to wagon, the Company will pay for the former work and the Manager for the latter. Similarly, should the transfer be from wagon to shed or bank and shed or bank to flat, the cost of handling will be defrayed on similar principles.

The necessary transfer staff of foremen, checkers, and tally clerks shall be employed by each party separately at their own cost.

CLAUSE 7.

Through-booking.

(*a*) Coaching traffic of all kinds shall be booked through between all stations on the railways of both parties except such stations on either line as may be excluded from time to time by the traffic managements of the two lines. Goods traffic shall be similarly booked.

(*b*) Through traffic between the railway of the two parties shall be understood in all cases to mean coaching and goods traffic, which may be booked or invoiced in accordance with the terms of this Agreement through from any station on one of the two contracting lines or any line beyond to any station on the other or any line beyond.

CLAUSE 8.

Through Rates and Fares.

(*a*) The rules and conditions applicable to the local traffic of the railways of the two parties shall also apply in through traffic.

(*b*) The through rates and fares shall be the sum of the charges of each railway respectively to or from Jalpaiguri Ghât.

(*c*) In the case of through minimum and other charges, coaching and goods, which are common to both railways, the two lines shall be treated as one, and the minimum amount actually paid shall be divided upon mileage.

CLAUSE 9.

The rates, fares, conditions and classification shall not be altered except in accordance

† Letter No. 767., dated the 16th February 1895, from the Director General of Railways.

with the ruling contained in* Minute 74 of the proceedings of the Conference of 1882, subject to any further modification which has been or may be agreed to at any subsequent Conference.

* Regulation 31 of the Indian Conference Regulations of 1893.†

CLAUSE 10.

(*a*) Each railway shall be responsible for collecting all charges due to the other on all received traffic with the exceptions noted below, for which the forwarding railway shall be responsible :—

(1) Charges on live-stock of every description.

(2) Charges on all articles, either goods, or parcels which according to the rules of the forwarding railway are required to be pre-paid. The rules of the forwarding railway in this respect shall be duly notified to the receiving railway.

(3) Charges on Commissariat and Ordnance stores booked under Credit Note.

(4) Errors under Re. 1 either way in freight paid by Credit Note.

(5) Undercharges on account of passenger tickets, freight on passengers' luggage and insurance.

(6) Charges on all articles booked and carried with the owner.

(7) Undercharges on specie, palanquins and carriages booked by passenger train.

(*b*) The receiving railway shall not reduce its charges below the charge mentioned in the invoice or through way-bills without the consent of the forwarding railway, except in the case of overcharges the evident result of errors in classification of computation of freight.

CLAUSE 11.

The distances between Jalpaiguri Ghât and stations on the Manager's and Company's railways, respectively, for computing charges shall be supplied by each railway to the other from time to time. But the actual amounts to be charged by each railway shall be furnished by the other railway in the form of station to station rates and not in the form of mileage rates for subsequent computation by stations.

CLAUSE 12.

Telegrams on the joint business of the two railways shall be interchanged free.

CLAUSE 13.

During such time as the accounts of the Company are kept and compiled in the Office of the Examiner of Accounts, Eastern Bengal State Railway, the preparation of division sheets is not necessary ; but the division of receipts for carriage of through traffic shall be shown in the books of the Examiner in the same way as the receipts of the metre gauge section are kept separate from those of the broad gauge section and ferry of the Eastern Bengal State Railway ; and the division of earnings as prepared by the Examiner shall be accepted by both railways.

In preparing such division each railway shall have its own rates and fares as quoted in accordance with clause 8.

A monthly settlement of accounts based on division so prepared by the Examiner shall take place between the Agents to the Company, and the Eastern Bengal State Railway Cash Office, the Examiner submitting a monthly cash account current to the Agents of the Company. The disposal of the cash collected in the Company's stations shall be settled by the Examiner, Eastern Bengal State Railway, and the Agents of the Company.

CLAUSE 14.

Claims for missing and damaged goods, etc.—Goods claims shall be settled by the railway in custody of which the loss or damage occurred.

CLAUSE 15.

The Managers‡ shall construct and maintain the necessary buildings and conveniences on the south bank of the Karla river at the Jalpaiguri Ghât for the accommodation of the through traffic and of the two railways ; and such buildings and conveniences shall be under the absolute control of the Manager. A limited number

‡ Manager.†

† Letter No. 76T., dated the 10th February 1896, from the Director General of Railways.

of building sites for the quarters required for the native staff of the Company employed at ghât work shall be given, if available, by the Manager free of cost.

CLAUSE 16.

The Manager agrees that the Examiner of Accounts of the Eastern Bengal State Railway shall prepare and audit the capital and revenue accounts of the Company, prepare all such other accounts and statistical returns as may be required by the Government of India, and the Director of the Company, submit approximate and audited returns of traffic and do all other work and prepare such returns as are usual and have the station accounts inspected periodically by an Inspector of Accounts for a monthly charge of R 200; but the Company will pay such separate charges as may from time to time be agreed upon for travelling allowances to Inspectors of Accounts and also the pay and allowances of a Pay Clerk to disburse the revenue expenditure when the employment of such clerk is found necessary.

CLAUSE 17.

Through traffic to or from either railway shall have no perference in any respect over traffic tendered for despatch locally.

(*a*). The Manager agrees to treat the Company's railway as a branch of the Eastern Bengal State Railway in all correspondence with foreign railways and to incorporate all intimation of changes in rates, fares, conditions, and classification in the Eastern Bengal State Railway Tariff Changes Advices which are from time to time issued from the Traffic Office, Eastern Bengal State Railway, and it shall not be necessary for the Company to send separate Tariff Changes Advices to foreign railways.

The Manager also agrees to incorporate all information regarding rates, fares, conditions and classification in its Goods Tariff pamphlet and the Time Bills of the Company's railway in the Eastern Bengal State Railway Time Tables.

(*b*) If at any time either party should be unable either from want of vehicle stock or engine power or from any cause beyond their own control to receive and forward all the traffic tendered or likely to be tendered by the other, it shall be competent to the receiving party to give notice (of not less than fourteen days) to the other party, of the maximum quantity they will be prepared to receive and forward, and of the period during which the restriction will be necessary and during such period the other party shall not be found to receive more than the quantity so specified. In the event of a breach in the line, or other contingency causing a stoppage of traffic notice by telegram may be given.

The Company shall pay to the Manager R100 per annum for the printing and clerical work done by the Traffic Department, Eastern Bengal State Railway, in connection with the publishing of Company's rates and fares in the Eastern Bengal State Railway tariff pamphlets and the notification to foreign railways of changes and additions.

CLAUSE 18.

(*a*). The week shall in all cases end at 12 o'clock on Saturday night. When the 30th June and 31st December do not fall on a Saturday, two returns shall be rendered, one for the period commencing from the first day of the last week to the end of the month, and another from the first day of the next month up to and including the second Saturday of that month.

(*b*). The day shall in all cases be reckoned as 24 hours, commencing at 12 o'clock at night. Madras time shall be adopted for all purposes of through traffic; Sundays, Christmas Day, and Good Friday shall be treated as ordinary working days.

CLAUSE 19.

This Agreement shall as far as circumstances will permit be extended by each party to any other railway working in connection with it, the two parties to this Agreement being responsible to each other for all through traffic so forwarded.

CLAUSE 20.

All questions which may arise in the carrying out of this Agreement upon which the Traffic Managers of the two railways cannot agree, shall be referred to the managements of the respective railways. In case of any difference of opinion between the parties hereto as to the construction of any part of this Agreement or its application to any particular case

it shall be open to either party to call for an arbitration which shall be conducted in the ordinary way, and the decision of the arbitrators or the umpire as the case may be shall be binding on the Manager and the Company and this Agreement and any submission made pursuant thereto may be made a rule of any Court of competent jurisdiction so as to be enforced thereby upon the application of either party.

APPENDIX T.

Terms of Agreement between the IRRAWADDY FLOTILLA COMPANY and the BURMA STATE RAILWAY, for through booking to and from Bhamo, with effect from the 1st November 1895.

1. The rates for through booking to be the *sum* of the Flotilla Company and the Burma State Railway rates by river and railway respectively, for both passengers and goods, as detailed in the undermentioned schedules which accompany.

Schedule A.—Rates for passengers and goods by steamer between Katha and Bhamo.

Schedule B.—As contained in the coaching and goods tariffs of the Burma State Railway.

2. The Flotilla Company do agree not to reduce their through rates between Mandalay and Bhamo, or Mandalay and Katha below the through rates agreed on in clause 1.

3. The Flotilla Company's present bi-weekly steamer service between Katha and Bhamo to be considered sufficient for the present.

4. The method of through booking and the transaction of business in connection therewith to be carried out in the manner laid down in the accompanying memorandum, Appendix A.

5. When they cannot mutually agree, either side to give a month's notice of any changes it proposes to make in these terms, or in the schedules, when such changes affect through booking and appendix mentioned above, which accompany.

SCHEDULE A.

Passenger fares from Katha to Bhamo and intermediate stations, and *vice versâ*—

	1st class.	2nd class.	3rd class.
	₹ a. p.	₹ a. p.	₹ a. p.
Moda	4 11 0	1 14 0	0 15 0
Shoaykoo yee	8 10 0	3 7 0	1 12 0
Swanddy } Kyaungtaung }	12 8 0	5 0 0	2 8 0
Bhamo	17 3 0	6 14 0	3 7 0

Goods rates from Katha to any of the foregoing stations and *vice versâ*:—

	₹ a. p.	
1st class	1 8 3	per 100 viss.
2nd „	1 14 3	„
3rd „	2 0 6	„
4th „	2 2 6	„
5th „	2 4 9	„
Special class	1 0 0	„

Luggage and parcels, at 3rd class goods rate.

APPENDIX A.

* * * * * * *

1. All goods to be handed over by the Railway to the Flotilla, and *vice versâ*, at the shore end of the jetty at Katha.

2. Consignments booked through over the Railway and Flotilla to have the preference over locally booked goods at Katha and Bhamo.

3. The invoices or way-bills must accompany all goods or parcels and be handed over along with the articles they pertain to, and signed for in transhipment book.

4. That invoices contain all charges from forwarding to receiving stations, showing the Railway and Flotilla charges separately.

5. That the Railway and Flotilla supply each other with copies of their tariffs, etc.

6. That the Railway and Flotilla submit to the Accounts branches of each other, regularly and within 21 days, if possible, a weekly division sheet of freight accounting for all consignments.

7. That a monthly account current be made out on the division sheets and monthly settlements made.

8. That all goods which are required to be prepaid on either of the systems be prepaid in full.

9. That in goods or parcel traffic the destination station be responsible for collecting the correct freight, and as regards over-charges of freight, the system that collects the freight shall retain the over-charge, and be liable for the refund.

In passenger traffic the system issuing the ticket will be responsible for the correctness of the charges, and retain the over charge and make refunds.

10. That consignments will be delivered at destination on the production of receipts.

11. That compensation for loss and damage to goods be paid by the Railway or Flotilla in whose system the goods were at the time of loss or damage except in case of doubt, where responsibility cannot be fixed, when compensation will be paid by the Railway and Flotilla jointly.

12. All coolie hire in connection with the transhipment at Katha to be borne equally by both systems.

APPENDIX U.

Terms AND CONDITIONS upon which the MADRAS RAILWAY COMPANY agree to work the MADRAS-ENNORE SECTION of the BEZWADA-MADRAS RAILWAY, dated the 28th February 1896.

1. The Company will work the Madras-Ennore Section as a portion of its own line, and will run such trains over the section as the traffic may require, but not less than one train each way each day. The number of trains to be run, and the time-tables, shall from time to time be fixed by the Company and submitted to the Government for approval.

2. The fares charged on the Madras-Ennore Section shall be the same as those from time to time in force on the Madras Railway, and the rates for goods of all classes and descriptions, for the public, for the Government, and for Revenue and Capital purposes, or for other Railways shall, during the continuance of this agreement, be the same as those in force on the Company's lines.

3. All services for the Military Department, the Police Department, or any other Department of the State, except the Post Office, or for high officials, including in such service the conveyance of troops and sailors, Military and Naval establishments, horses and other animals used for Military purposes, guns, Military stores and equipments, conveyance of Police or persons employed in the telegraph service, prisoners and paupers,—shall be performed by the Company on the same terms as those in force on the Madras Railway. In the event of war, or other national emergency, the Company will give precedence over the amalgamated undertaking to all traffic of the Government of India.

4. The charges for the carriage of Mails and Bhangi parcels for the Postal Department shall be regulated in accordance with the rules in force on other State Railways in India, it being understood that Post Office servants, when on duty, shall be carried free.

5. The Company will agree to work the Madras-Ennore Section (maintenance and renewals of way, works and stations excepted), for the same percentage of the gross earnings of the State Railway as shall in each half-year be found to represent the percentage of working expenses (exclusive of maintenance and renewal of way, works and stations) on gross earnings of the amalgamated undertaking, and will further make no special charge for the supervision required from the Engineering establishment of the Madras Railway.

6. The Company will, if desired by Government, furnish the Government at the beginning of each half-year, or as soon thereafter as may be possible, with an estimate of the probable gross earnings of the amalgamated undertaking and of the working expenses. But the Government is to accept the figures of the Company's working expenses as set forth in the Company's half-yearly audited and published accounts.

7. The Company will, at the beginning of each half-year, furnish to the Government an estimate of the probable costs of maintenance and renewals of way, works and stations on the Madras-Ennore Section, and the Government shall sanction that estimate, if it be approved, and provide the funds necessary. The Company will agree to maintain the line and all the works in an efficient and proper condition, and to the satisfaction of the Inspecting Officer of the Government of India appointed to inspect the line of the amalgamated undertaking, and will, if called upon by that Officer, carry out any works, repairs or improvements chargeable to Revenue, which he shall require to be done, so that the line, stations, buildings, plant and machinery may at all times be maintained in good working condition and repair.

8. Should it appear to the Government, to the Company, or to the Inspecting Officer that any new works, or any additions to stations, buildings, plant or machinery, are necessary, which would constitute a Capital charge, then the Company shall submit an estimate for the carrying out of the same to the Government, for its sanction, and when sanctioned, these works shall be carried out by the Company to the satisfaction of the Government, who will provide the funds for the same.

9. The question of allocation of expenditure between Capital and Revenue shall be settled in accordance with the practice adopted on the Madras Railway and the rules in force on the Guaranteed Railway regarding the charge to Revenue of "New Minor Works" shall apply to the Madras-Ennore Railway.

10. The Company will keep the Madras-Ennore Section equipped with rolling-stock of all descriptions, and the Government, as a consideration to the Company for so doing, shall pay the Company in each half-year a sum equal to 5 per cent. on the gross earnings of the Madras-Ennore Section for that half-year.

11. The Company agrees, as soon after the 30th June and 31st December as possible in each year, to render to the Government the accounts of Capital and Revenue expenditure, made up in the same form as those adopted on other State Railways in India, and the separate books of the Company showing the transactions of the Madras-Ennore Section, together with all vouchers, papers and correspondence, directly belonging thereto shall be subject to audit and inspection by any officer whom the Government of India may appoint for that purpose. The Company will also keep all such accounts relating to the State Railway and all such accounts as between the Company and the Secretary of State as the Secretary of State may from time to time require and will keep the accounts relating to the Capital expenditure and the gross receipts of the State Railway separate and distinct from the accounts relating to the Madras Railway. Such accounts will be kept in such form and under such heads or divisions and for such sections of the State Railway and for such periods and with such details and shall be submitted to the Secretary of State at such times as he may from time to time prescribe.

12. The appointment of the staff employed in working the Madras-Ennore Section shall be made by the Company.

13. The telegraph wires, posts, etc., shall be provided at the expense of Government and the same terms and conditions for their use shall be adopted as are in force on other State Railways. The charge made by Government for rent, maintenance and inspection of wires, etc., shall be charged to the amalgamated undertaking.

14. The number, pay and constitution of the police force shall form matter of agreement between the Government and the Company. The Company will meet seven-tenths of the agreed cost of Police, which shall be charged to Abstract E—General Charges, of the amalgamated undertaking, and the Government shall itself pay the remaining three-tenths.

15. All losses arising from accidents or from loss or damage to goods carried over the amalgamated undertaking (excepting such loss from damage, the making good or the repairs of which would form a charge against maintenance), shall be borne by the Revenue of the amalgamated undertaking, and charged off from half-year to half-year to Abstract G, that is to say, Special and Miscellaneous expenditure.

16. In the event of any further lands being required for purposes of the Madras-Ennore Section, the Company shall apply to the Government of India for the same, and if satisfied that the acquisition of such land is necessary, the Government of India will, at its own cost, hand over the same to the Company for the purposes of the Madras-Ennore Section. The land so handed over shall remain the property of the Government.

17. The Agent of the Company in India shall, on the requisition of the Director General of Railways, issue such free passes over the Madras-Ennore Section as are in accordance with the rules for the issue of free passes over the Company's lines.

18. This agreement between the Government and the Company shall have effect from the 22nd February 1896, and shall remain in force after that date, subject to its termination by either party by six months' notice in writing.

19. All communications made to the Company shall be sent to the Agent of the Company in Madras, and all communications from the Company to the Government of India shall be submitted to the Consulting Engineer for Railways, Madras.

20. Should any differences arise between the Government and the Company regarding the construction of the forgoing agreement, the matter in dispute shall be referred to two arbitrators in India, one to be chosen by each party, or in case of difference between them to an umpire they may select, and the decision given by such arbitrators or umpire shall be binding upon both parties, and such decision may be made a rule in the High Court of Judicature in Madras.

APPENDIX V.

Revised Para. 13* of Clause 29† of the Working AGREEMENT between the EAST INDIAN and the SIND, PUNJAB AND DELHI RAILWAYS, relating to the GHAZIABAD JUNCTION STATION, which came into force from the 1st September 1879.

The North Western Railway shall provide lamps and all other stores necessary for the equipment of its trains leaving Delhi Station, as well as provide its own Carriage Examiner, greasers, and oil for lubricating purposes.

The North Western Railway shall pay for the quantity of oil used in lighting its own trains, and for the lamping staff in the ratio of the number of its own to the total number of trains using the Delhi joint passenger station. The cost of cleaning vehicles shall be borne by the Railways owning the vehicles cleaned, in a ratio of their numbers, fixed annually by mutual agreement. This shall have effect from 1st January 1893.

* Approved in Government of India letter No. 786 R. T., dated the 31st December 1895.

† Printed as Appendix L to Part II of the Administration Report on Indian Railways for 1881-82.

APPENDIX W.

Modification* of Clause 32 of the REVISED WORKING AGREEMENT† between the EAST INDIAN and the SIND, PUNJAB AND DELHI RAILWAYS, relating to the GHAZIABAD JUNCTION STATION, which came into force from the 1st September 1879.

Clause 32. The following clauses extracted from the Agreement between the East Indian Railway Company and the Sind, Punjab and Delhi Railway Company made 16th September 1868, show the arrangements agreed to in respect of Ghaziabad junction.

17. The East Indian Company shall and will construct and maintain the said buildings and conveniences at the Ghaziabad Station, in accordance with the plans or drawings hereinbefore mentioned, for the accommodation of the traffic of the Sind Company, but such buildings and conveniences shall form part of the said station, and shall be under the absolute control of the East Indian Company.

18 (*a*). "For joint structures (including earthwork) machinery and plant (including furniture) the charge shall be at the rate of 6½ *per cent. per annum*, and for ballast, rails, sleepers, rail or sleeper fastenings or fittings, points and crossings, the charge shall be at the rate of 9 *per cent. per annum*, the charges to cover both interest and maintenance in each case.

"(*b*). Any expenditure on minor works which may be required for joint use of both railways and upon minor additions and alterations of existing premises, which is chargeable to revenue under the rules in force on the East Indian Railway and which may have been jointly agreed upon by the joint users of the junction station, shall be debited to the joint station expenses. No interest will be charged but a separate schedule of such works is to be kept.

"(*c*). These works shall be maintained by the East Indian Railway and that Railway shall, in addition to the actual cost of the works debited as incurred to joint station expenses debit half-yearly to joint station expenses 5 *per cent. per annum* on the cost of permanent way, points and crossings and ballast and 2½ *per cent. per annum* on the cost of all other such works on account of such maintenance, provided always that no maintenance shall be charged until each such work is completed."

19. When the said buildings and conveniences so provided as aforesaid shall cease to be required for the purpose of the traffic of the North Western Railway the value thereof, certified as aforesaid, shall be paid to the East Indian Company by the North Western Railway. But no payment except in respect of maintenance referred to in para. 18(*c*) shall be made by the North Western Railway in respect to works which have been charged to joint station expenses under para. 18(*b*) of this clause.

* Approved in Government of India letter No. 94 R. T., dated the 4th February 1896.

† Printed as Appendix H to Part II of the Administration Report on Indian railways for 1881-82.

APPENDIX X.

Revised *clause 11 of the AGREEMENT,† dated the 11th January 1889, between the SOUTHERN MAHRATTA RAILWAY COMPANY and the GREAT INDIAN PENINSULA RAILWAY COMPANY for the interchange of traffic at, and the use in common by both railways of the GREAT INDIAN PENINSULA RAILWAY COMPANY'S station at POONA.

11. Claims on interchanged traffic shall be adjusted and dealt with in accordance with the Conference Rules of 1893. All claims for compensation on local traffic shall be charged to the railway concerned.

* Sanctioned in the Government of India letter No. 466 R. T., dated the 21st August 1895.

† Printed as Appendix G. to Part II of the Administration Report on Indian railways for 1888-89.

APPENDIX Y.

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